TDS-91-03

Cost-effectiveness of Passing Lanes: User's Manual

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Documentation Page

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Cost-effectiveness of Passing Lanes: User's Manual

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Abstract: Program PCL is an interactive, screen-oriented, menu-driven PC-based software package f the analysis of the effect of adding passing or climbing lanes to selected locations along tw lane rural highways. The main analysis functions are: a) choosing the start and end locatio of a climbing lane based on the speed differential of a heavily loaded truck; b) predicting t effects on level of service and average speed of adding a passing or climbing lane; c) perfor ing a cost-effectiveness analysis based on reduction of delay and reduction in accidents. P provides extensive on-line help for the novice or inexperienced user, and is menu-driven f ease of use.

The User's Manual provides installation instructions for th PCL program, an overview of p gram usage, documentation for minor customization, and worke examples. Also provided a reference guide detailing all aspects of program use.

Comments: User's Manual for PCL Computer Program. Final report for research project (TDS-91-02) and Programmer's Manual (TDS-91-04) also available.

Key Words: passing lane, climbing lane, grade, two-lane road, speed-distance, cost-effectiveness, compu program, user documentation

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Cost-effectiveness of Passing Lanes: User's Manual

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Table of Contents

Preface xiii

I User's Guide

1/ Installation 1-1

1.1/ System Requirements 1-1

1.2/ Installation Concepts 1-1

1.2.1/ The Configuration File 1-2

1.3/ Installation Instructions 1-2

1.4/ Installation Notes 1-3

1.5/ Installation Messages 1-3

1.6/ Revision Notes 1-5

1.6.1/ Version 2.03, June 14, 1991 1-5

1.6.2/ Version 2.02, May 24, 1991 1-6

1.6.3/ Version 2.01, April 18, 1991 1-8

1.6.4/ Version 2.00, April 15, 1991 1-8

1.6.5/ Version 1.13, September 5, 1990 1-8

1.6.6/ Version 1.12, August 15, 1990 1-9

1.6.7/ Version 1.11, April 22, 1990 1-9

1.6.8/ Version 1.10, April 11, 1990 1-9

2/ Getting Started 2-1

2.1/ Running PCL 2-2

2.1.1/ Command Line Options 2-2

2.2/ Using PCL 2-3

2.2.1/ Sites and Site Files 2-3

2.2.2/ Analyzing a Site 2-3

2.3/ User Interface Concepts 2-6

2.3.1/ Getting Help 2-7

2.3.2/ Types of Input 2-8

2.3.3/ Options Menu 2-10

2.3.4/ Graphics Displays 2-10

2.3.5/ Status Line 2-12

3/ Files and Changing Things 3-1

3.1/ Files and Locations 3-1

3.1.1/ Configuration File - pcl.cfg 3-1

Table of Contents (continued)

3.1.2/ Coefficients File - plcoeff.dat 3-2
3.1.3/ Speed Distance Tables 3-2
3.1.4/ Other Executables 3-3
3.1.5/ BGI files 3-3
3.1.6/ Help file - pclhlp.hlp 3-3
3.2/ Configuration File 3-4
3.3/ Speed Distance Tables 3-7
3.4/ Coefficients File 3-8
4/ Examples 4-1
4.1/ Example 1, Climbing Lane, Single Grade 4-1
4.1.1/ Preparing Input Data and Computing Results 4-1
4.1.2/ Results, Example 1 4-12
4.2/ Example 2, Passing Lane 4-17
4.2.1/ Preparing Input Data and Computing Results 4-18
4.2.2/ Results, Example 2 4-27
5/ Known Bugs and Restrictions 5-1
5.1/ Program Bugs and Restrictions 5-1
5.2/ Documentation Deficiencies 5-1

II Reference Guide
6/ Input Conventions 6-1
6.1/ Introduction 6-1
6.2/ Introductory Help System 6-2
6.2.1/ Help Window Concepts 6-3
6.2.2/ Exit 6-4
6.2.3/ Concepts and Introduction 6-4
6.2.4/ Key Summary 6-4
6.2.5/ Getting Help 6-4
6.2.6/ Status Line 6-5
6.2.7/ Introduction to PCL 6-5
6.2.8/ Printing Results 6-5
6.2.9/ PCL Modules 6-5
6.2.10/ Site File 6-5

Table of Contents (continued)

6.2.11/ Exit 6-5
6.2.12/ Menu Item 6-5
6.2.13/ Concepts and Introduction 6-5
6.2.14/ Key Summary 6-6
6.2.15/ Getting Help 6-7
6.2.16/ Status Line 6-7
6.2.17/ Introduction to PCL 6-8
6.2.18/ Printing Results 6-8
6.2.19/ Site File 6-8
6.3/ Special Keys 6-9
6.3.1/ Text Field 6-9
6.3.2/ Floating Point Field 6-10
6.3.3/ Integer Field 6-10
6.3.4/ Choice Field 6-11
6.3.5/ Menu Choice 6-12
6.3.6/ File Name Field 6-12
6.3.7/ File Menu Choice 6-13
6.3.8/ Confirmation 6-13
6.3.9/ Prompter 6-13
6.3.10/ Viewing a Window 6-14
6.4/ Options Menu 6-15
6.4.1/ Print Window Contents 6-15
6.4.2/ Dump Screen 6-15
6.4.3/ Quit 6-15
6.4.4/ DOS Shell 6-15
6.4.5/ Start Logging 6-16
6.4.6/ Set Graphics Device 6-16
7/ PCL - System Control 7-1
7.1/ PCL - Site/Analysis Selection 7-1
7.1.1/ Display Introductory Help 7-1
7.1.2/ Exit 7-2
7.1.3/ Site/File Operations 7-2
7.1.4/ Input Site Description 7-3

Table of Contents (continued)

7.1.5/ Choose Climbing Lane Geometry 7-3
7.1.6/ Estimate Performance 7-3
7.1.7/ Effectiveness Measures 7-4
7.2/ File Operations 7-4
7.2.1/ Exit 7-4
7.2.2/ Open Site 7-4
7.2.3/ New Site 7-4
7.2.4/ Site File 7-5
7.2.5/ Site ID 7-5
7.2.6/ Site Description 7-5
7.2.7/ DOS Shell 7-5
7.3/ Graphics System 7-5
7.3.1/ Graphics Device 7-6
7.3.2/ Screen (BGI) 7-6
7.3.3/ Postscript File 7-6
7.3.4/ Output Postscript File 7-6
8/ Defining the Site Characteristics 8-1
8.1/ Roadway and Traffic Characteristics 8-1
8.1.1/ Input File 8-2
8.1.2/ Output File 8-2
8.1.3/ Site ID 8-3
8.1.4/ Description 8-3
8.1.5/ Terrain Type 8-3
8.1.6/ Lane Type 8-3
8.1.7/ Site Length 8-3
8.1.8/ Distances 8-4
8.1.9/ Grades 8-4
8.1.10/ Use Average Grade 8-5
8.1.11/ Passing Allowed? 8-5
8.1.12/ Percent No-Passing Zones 8-5
8.1.13/ DHV Percent of Average Annual Daily Traffic 8-5
8.1.14/ Design Hourly Volume 8-5
8.1.15/ Percent of Traffic Advancing 8-5

Table of Contents (continued)

8.1.16/ Percent of Truck Traffic 8-6
8.1.17/ Percent of RV Traffic 8-6
8.1.18/ Peak Hourly Factor 8-6
8.1.19/ Truck Weight 8-6
8.1.20/ Save the Form? 8-6
8.1.21/ Confirm Overwrite 8-6
8.1.22/ Form Has Been Changed 8-7
9/ Determining Climbing Lane Locations 9-1
9.1/ Define Climbing Lane 9-1
9.1.1/ Input File 9-1
9.1.2/ Output File 9-1
9.1.3/ Log File 9-2
9.1.4/ Start Logging 9-2
9.1.5/ Graphics Device 9-2
9.1.6/ Exit 9-2
9.1.7/ Enter Design Data and Compute 9-2
9.1.8/ Compute Lane Locations 9-3
9.1.9/ Input Lane Locations 9-3
9.1.10/ View Results 9-3
9.1.11/ Plot Results 9-3
9.1.12/ Save Results 9-3
9.1.13/ Truck Entry Speed 9-4
9.1.14/ Minimum Truck Speed 9-4
9.1.15/ Minimum Lane Length 9-4
9.1.16/ Start Distance 9-4
9.1.17/ End Distance 9-4
9.1.18/ Too Many Climbing Lane Zones 9-5
9.1.19/ Lane Locations Changed 9-5
9.1.20/ Lane Locations Not Computed 9-5
9.1.21/ Not Implemented 9-5
10/ Performance Analysis - Climbing Lanes 10-1
10.1/Estimate Performance of Climbing Lanes 10-1
10.1.1/ Start Logging 10-1

Table of Contents (continued)

10.1.2/ Input File 10-1
10.1.3/ Log File 10-1
10.1.4/ Output File 10-2
10.1.5/ Print Results File 10-2
10.1.6/ Design Speed 10-2
10.1.7/ Lane Width 10-2
10.1.8/ Shoulder Width 10-2
10.1.9/ Climbing Lane Effective Distance 10-2
10.1.10/Quit 10-3
10.1.11/Change andRecompute 10-3
10.1.12/View Results 10-3
10.1.13/Print Results 10-3
10.1.14/Save Results 10-3
10.1.15/Performance Estimates 10-3
10.1.16/Save Results 10-4
11/ Performance Analysis - Passing Lanes 11-1
11.1/Estimate Performance of Passing Lanes 11-1
11.1.1/ Start Logging 11-1
11.1.2/ Input File 11-1
11.1.3/ Log File 11-1
11.1.4/ Output File 11-1
11.1.5/ Print Results File 11-2
11.1.6/ Analyze for a Passing Lane? 11-2
11.1.7/ Passing Lane Length 11-2
11.1.8/ Effective Lane Length 11-2
11.1.9/ Design Speed 11-2
11.1.10/Average/High Platooning Equations 11-2
11.1.11/Quit 11-3
11.1.12/Change and Recompute 11-3
11.1.13/View Results 11-3
11.1.14/Print Results 11-3
11.1.15/Save Results 11-3
11.1.16/Performance Estimates 11-4

Table of Contents (continued)

11.1.17/Save Results 11-4
12/ Effectiveness Analysis 12-1
12.1/Effectiveness Measures 12-1
12.1.1/ Set Graphics Device 12-1
12.1.2/ Input File 12-2
12.1.3/ Print File 12-2
12.1.4/ Delay Reduction Weight 12-2
12.1.5/ Accident Reduction Weight 12-2
12.1.6/ Base Year 12-2
12.1.7/ Real Rate of Return 12-3
12.1.8/ Inflation Rate 12-3
12.1.9/ Facility Life 12-3
12.1.10/Vehicle Hour Cost 12-3
12.1.11/Vehicle Accident Cost 12-3
12.1.12/Lane Unit Cost 12-3
12.1.13/Maintenance Cost 12-3
12.1.14/Quit 12-4
12.1.15/Change and Recompute 12-4
12.1.16/View Results 12-4
12.1.17/Print Results 12-4
12.1.18/Plot Benefits 12-4
12.1.19/Plot Delay Reduction 12-4
12.1.20/Plot Accident Reduction 12-4
12.1.21/Plot Effectiveness 12-5
12.1.22/Results of Analysis 12-5
13/ Limits on Data Values 13-1
13.1/Data Limits 13-1
13.1.1/ Distances Along Grade 13-1
13.1.2/Distances and Grades 13-1
13.1.3/ Terrain is Rolling 13-2
13.1.4/ Terrain is Flat 13-2
13.1.5/ Site Length 13-2
13.1.6/ Percent No Passing Zones 13-2

Table of Contents (continued)

13.1.7/ DHV Percent of AADT 13-3
13.1.8/ Design Hourly Volume 13-1
13.1.9/ Percent Advancing 13-3
13.1.10/Percent Trucks 13-3
13.1.11/Percent RV's 13-3
13.1.12/Percent Trucks and RV's 13-3
13.1.13/Peak Hourly Factor 13-3
13.1.14/Truck Entry Speed 13-4
13.1.15/Minimum Truck Speed 13-4
13.1.16/Minimum Lane Length 13-4
13.1.17/Lane Starting Distance 13-4
13.1.18/Lane Ending Distance 13-4
13.1.19/Highway Design Speed 13-5
13.1.20/Climbing Lane Effective Distance 13-5
13.1.21/Delay Reduction Weight 13-5
13.1.22/Accident Reduction Weight 13-5
13.1.23/Base Year 13-5
13.1.24/Real Rate of Return 13-5
13.1.25/Inflation Rate 13-5
13.1.26/Facility Life 13-5
13.1.27/Vehicle Hour Cost 13-6
13.1.28/Vehicle Accident Cost 13-6
13.1.29/Lane Unit Cost 13-6
13.1.30/Maintenance Cost 13-6
14/ Error Messages 14-1
14.1/Error Messages 14-1
14.1.1/Error in Floating Point Field Value 14-1
14.1.2/ Error in Integer Field Value 14-1
14.1.3/ Error Opening Output File 14-1
14.1.4/ Error Opening Input File 14-2
14.1.5/ Input File is Not a Form 14-2
14.1.6/ Input File is the Wrong Form 14-2
14.1.7/ Input File has Bad Value 14-2

Table of Contents (continued)

14.1.8/ Input Form has Invalid File 14-2
14.1.9/ Missing Value in Input Form 14-2
14.1.10/Unable to Execute Command 14-2
14.1.11/Unable to Escape to DOS Shell 14-3
14.1.12/Menu Item Not Implemented 14-3
14.1.13/Internal Error 14-3
14.1.14/Unable to Open Log File 14-3
14.1.15/Unable to Write Graphics to File 14-3
14.1.16/Bad First Line of SD Table 14-4
14.1.17/No Data in SD File 14-4
14.1.18/Unable to Load Coefficients File 14-4
14.1.19/Unable to Initialize Graphics System 14-4
14.1.20/Unable to Locate BGI Files 14-4
14.1.21/Invalid Grade 14-4
14.1.22/Invalid Section 14-4
14.1.23/Line Too Short 14-4
14.1.24/Too Many Zones 14-5
14.1.25/ndist/ngrade Inconsistency 14-5
14.1.26/Grade Not Loaded 14-5
14.1.27/Unable to Find SD File 14-5
14.1.28/Speed Outside of Tables 14-5
14.1.29/Site Description Not Done 14-5
14.1.30/Terrain Not Hilly 14-6
14.1.31/Not Climbing Lane 14-6
14.1.32/Lane Geometry Not Set 14-6
14.1.33/Lane Performance Not Calculated 14-6
14.1.34/Effectiveness Measures Not Calculated 14-7
14.1.35/Binary SD Tables Not Implemented 14-7
14.1.36/Internal Error - No Current Form 14-7
14.1.37/Internal Error - No Such Field 14-7
14.1.38/Internal Table Error 14-7
14.1.39/Grade Too Long 14-7
14.1.40/Truck Too Slow 14-8

Table of Contents (continued)

14.1.41/Limit Type Mismatch 14-8
14.1.42/Cannot Get Window Size 14-8
14.1.43/Out of Memory 14-8
14.1.44/Cannot Open Output File 14-8

III Appendices

Index I-1

List of Figures

Figures

2.1/ Initial PCL prompt 2-4
2.2/ Main PCL menu 2-5
2.3/ Scrolling file menu 2-8
2.4/ Options menu 2-11
2.5/ Selecting graphics device 2-11
4.1/ Selecting site/file operation 4-2
4.2/ Specifying climbing lane 4-3
4.3/ Entering grade data 4-4
4.4/ Saving grade data 4-5
4.5/ Computing climbing lane locations 4-5
4.6/ Plot of climbing lane calculations 4-6
4.7/ Estimation of performance 4-8
4.8/ Effectiveness measures - initial form 4-9
4.9/ Effectiveness measures - results 4-10
4.10/ Plot of climbing lane benefits 4-11
4.11/ Selecting site/file operation 4-18
4.12/ Specifying passing lane 4-20
4.13/ Entering site length 4-20
4.14/ Saving grade data 4-21
4.15/ Select estimate performance 4-22
4.16/ Check passing opportunities 4-23
4.17/ Estimation of performance, input 4-24
4.18/ Estimation of performance, results 4-24
4.19/ Effectiveness measures - initial form 4-25
4.20/ Effectiveness measures - results 4-26
6.1/ Scrolling file menu 6-3
6.2/ Introductory help, main menu 6-4
7.1/ Introductory help system, initial prompt 7-2
7.2/ PCL main menu 7-3
8.1/ Roadway and traffic characteristics form 8-2

Preface

Program PCL[1] is an interactive, screen-oriented PC-based software package for the analysis of the effect of adding passing or climbing lanes to selected locations along two-lane rural highways. Analyses includes:

- choosing the start and end locations of the climbing lane based on the speed differential of a heavily loaded truck.
- the effects on level of service and average speed when a passing or climbing lane is added.
- cost effectiveness analysis based on reduction of delay and reduction in accidents.

Chapter 1 provides installation instructions (for installing the software from the distribution diskettes to a hard disk).
Chapter 2 provides a brief overview of running the PCL program.

PCL was developed by the authors at the Department of Civil Engineering, Carleton University, Ottawa, Ontario under contract for Project Numbers 25193 and 21215, Ministry of Transportation, Province of Ontario.

This version of the manual corresponds to PCL program version 2.03, dated June 14, 1991. See Section 1.6 for a description of how version 2.03 differs from previous versions.
See Chapter 5 for a list of some of the known problems in version 2.03.

[1] PCL *could* be pronounced "pickle"

Part I

User's Guide

1 Installation

1.1 System Requirements

- IBM PC[1] or compatible computer.
- 640 KB memory.
- PC-DOS[2] or MS-DOS[3] Version 3.0 or higher.
- A hard disk with at least 1800 Kbytes of free space – if this is a new PCL installation (installing over an older version of PCL or CECL replaces many files so that much less free space is required).
- Graphics card and monitor compatible with Hercules[4], CGA, EGA or VGA.
- Optionally, a Postscript[5] printer for hardcopy prints of various graphs produced by the program.

1.2 Installation Concepts

The installation procedure assumes the existence of a PCL "root" directory on the target hard disk drive. In this chapter, the root directory will be referred to as "`C:\PCL`", but in fact it can be any directory on any drive. The installation procedure prompts for both drive and root directory, and attempts to create the root directory if it does not already exist. Note that the creation may fail if the name is invalid for some reason, or if a file by

[1] IBM is a trademark of International Business Machines Corp.
[2] PC-DOS is a trademark of International Business Machines Corp.
[3] MS-DOS is a trademark of Microsoft Corp.
[4] Hercules is a trademark of the company that has registered "Hercules", whoever that is.
[5] Postscript is a trademark of Adobe Systems, Inc.

that name already exists, or if some higher level directories in the root path name do *not* exist.

The installation procedure copies the executable programs, the help data base, the configuration file, and a number of other files to the root directory. It also creates a number of sub-directories under the root directory, and copies various files into them.

1.2.1 The Configuration File

During normal operation, PCL requires access to a number of data files. A configuration file, "`pcl.cfg`", provides the names and locations of these files, as well as a providing a number of other defaults and values for PCL's use. See section 3.2 for more information about the parameters given in the configuration file.

The installation procedure modifies this configuration file and installs it in the main PCL root directory. It is modified to reflect the locations of the other files as installed, so that manual modification of this file is almost never required.

During execution of PCL, the configuration file itself is located by searching in the same directory as the PCL executables. Once this file is located and loaded, variables in the configuration file specify the locations of other important files.

Different configuration files may be specified; see section 3.1 for more information.

1.3 Installation Instructions

The following instructions assume installation of all the software into a root directory called `PCL` on drive `C:`, with installation coming from floppies in drive `A:`. If you wish to install into a different root directory, or onto a different hard drive, or to use a different floppy drive as the source, substitute the appropriate names in the commands listed below.

1. Make drive `C:` the current drive. This is the drive onto which the PCL software will be installed:

   ```
   C:
   ```

2. Create a `\PCL` root directory to receive the software:

   ```
   MKDIR \PCL
   ```

3. Make that newly created directory the current directory:

```
CD \PCL
```

4. Place the floppy labelled **PCL INSTALL** in floppy drive **A:**

5. Start the installation procedure, specifying drive **A:** as the source drive:

```
A:INSTALL  A:
```

6. Answer the questions and replace the floppy disks as asked. (See Section 1.5, below, for explanation of the questions asked during installation).

7. Modify your **AUTOEXEC.BAT** file to add **C:\PCL** to the DOS search path. Alternatively, run the program with the command:

```
C:\PCL\PCL
```

First time users must read "Getting Started", Chapter 2.

1.4 Installation Notes

1. See the file **READ.ME** in the installed PCL directory for last minute changes and warnings.

2. It is strongly recommended that you do *not* run **PCL** with the root directory, **C:\PCL**, as the current working directory. As long as **C:\PCL** is on the DOS command search PATH, or as long as you use an explicit path name to start it executing, PCL can be run from any drive and/or directory.

1.5 Installation Messages

The following questions and prompts may be issued during the installation procedure. Where a prompt has a default response, it is shown in square brackets (**[...]**) after the question. Simply hitting the "Enter" key will result in the default being used.

• **PCL must be installed on a hard disk with at least** *nnnn* **Kbytes of free space.**

Simply informs you that a new PCL installation will require about *nnnn* free KBytes of disk storage; installation over an older version will take considerably less as it will re-use the space occupied by the old version. Requires no response.

• **Drive on which to install PCL (A - F) [***C:***]**

Requests that you supply the name of a hard disk drive onto which the PCL software wll be installed.

• **Enter directory on drive** *C:* **in which to install PCL: [***path***]**

Requests that you supply the name of the root directory on the indicated drive. This will be the root directory for PCL.

• **Installing PCL from drive** *A:* **to directory** *d:dir.* **OK ?**

Simply asks you to confirm, with a "Y" or "N", that the source drive and destination drive and directory given earlier are correct.

• **Free disk space =** *nnnn***K, Reqd =** *mmmm***K. Continue ?**

The install program has determined that the specified hard drive does not have a sufficient amount of free disk space to hold the entire PCL installation. If this is a new installation, it will likely fail if you continue, so you should stop, delete some files, and try the installation again. If you are installing a new version of PCL to replace an older version in the same root directory, then the installation will likely be successful. Answer "Y" to proceed with the installation, "N" to abort.

• **Insert floppy disk labelled "***xxxx***" in drive** *A:*

The installation program requires a new floppy disk in the source drive. Replace the disk with the one indicated, and strike any key.

• **Replace existing configuration file "pcl.cfg" ?**

You are installing a new version of PCL to replace an existing, older version. If you have made modifications to the configuration file, and answer "Yes" to this question, you will lose those modifications. On the other hand, if you answer "No", you will not get a new version of the configuration file that might be required by PCL. You should probably answer "Yes", and re-edit **pcl.cfg** to make the same modifications (if any).

• **Terminate installation ?**

You have type "Ctrl-C" or "Ctrl-Break" to interrupt the the installation program. This is just asking you if you really want to abort the installation.

• **The disk in drive** *A:* **does not seem to be the correct disk.**

You were prompted to install a disk in the source floppy drive, but the one you inserted does not seem to be the one asked for. Check the label on the floppy to make sure it matches *exactly* the label in the prompt.

- **`Unable to create directory "xxxx":`**
  The install program was unable to create the directory named. The most usual cause of this is that a file of the same name already exists. This is unlikely to happen in a new installation.

- **`Unable to execute: xxxx.`**
  For some reason, the command shown could not be executed by the install program

- **`Unable to set working directory to d:dir`**
  The install program was unable to make the PCL root directory *d:dir* the current working directory. This probably means that the directory could not be created. Possible causes of this are:

  - the disk drive *d* is invalid. Choose another drive.
  - a file by the name of *dir* already exists on the indicated drive. Delete the file, or choose a new root directory name.
  - the directory name, *dir* is invalid by DOS standards. Perhaps it contains invalid characters such as ">".
  - the directory name, *dir* was a path name containing at least one super-directory as in, for example, "`\foo\pcl`", and at least one of those super-directories does not exist. In this example, if directory `\foo` does not exist, then `\foo\pcl` cannot be created. Create all super-directories yourself.

1.6 Revision Notes

This section details the revisions made to the program since the first version (Version 1.00) was released to the Ministry of Transport on April 1, 1990. The current version of the program is Version 2.03.

1.6.1 Version 2.03, June 14, 1991

1. *(Enhancement)* In graphics library (for use by modules DefCL and EffMeas), added a second graphics device (a Postscript printer). Now the user has the choice of viewing graphics on the screen, or of outputing graphs to a file for later printing on a Postscript printer. The graphics device selection is done through the F10 menu.

2. *(Enhancement)* In module DefCL (Define Climbing Lane Geometry), made it possible to change a few parameters (such as truck speed, minimum lane length, truck speed drop) and to recompute the lane locations. The action menu for this module now contains an entry for respecifying these parameters.

3. *(Bug Fix)* In module EstPerf (Estimate Performance of Climbing Lane), improved logic so that calculations can continue even if "E" and/or "E0" (passenger-car equivalents of trucks on grade) cannot be determined for some speeds on the longer, steeper grades.

4. *(Bug Fix)* In module EstPerf (Estimate Performance of Climbing Lane), improved the benefits calculations for the lower traffic volumes, by more careful conversion of imperial units to metric. This may have the result of changing the values of some benefits slightly from previous versions.

   The v/c tables for the approach and for the upgrade sections as presented in the HCM are slightly anomalous, showing a decrease in the difference between approach and upgrade speeds as volume increases to about 750 veh/hr, then an increase in the difference above that. This can show up as a decrease in delay benefit, per vehicle, as volume increases from about 500 to about 900 vehicles per hour. The problem still remains, but is not as bad as it was.

5. *(Enhancement)* Added labels and titles to all graphics plots (modules DefCL and EffMeas).

6. *(Enhancement)* In module EstPass (Estimate Performance of Passing Lane) made some some minor changes to wording on initial screen.

1.6.2 Version 2.02, May 24, 1991

1. *(Enhancement)* In module DefCL (Define Location of Climbing Lane), changed format of results display to include computed lane locations based solely on truck speed, as well as locations adjusted for minimum length of 1500 m.

2. *(Enhancement)* In module EstPerf (Performance Estimate of Climbing Lane), added prompt for "Effective Distance Beyond End of Lane". This is the distance beyond the end of the climbing lane that is assumed to be effective when calculating benefits. The default value, given by configuration file variable "`Climbing-Lane-Effective-Distance`" is 3 km. Added display of the effective distance to the results screen. Minor changes to format of result screen and log output.

3. *(Enhancement)* In module EstPass (Estimate Performance of Passing Lane), reorganized input screen to show both existing MTO and new suggested passing lane lengths and effective distances.

4. *(Enhancement)* In module EstPass (Estimate Performance of Passing Lane), added prompt to ask for use of average or of high-platooning regression equations.

5. *(Enhancement)* In module EstPass (Estimate Performance of Passing Lane), made a few minor changes to format of results screen.

6. *(Bug Fix)* In module EffMeas (Effectiveness Measures, Passing and Climbing), removed confusing prompt for "Lane Fixed Cost".

7. *(Bug Fix)* Fixed bugs in module EffMeas (Effectiveness Measures, Passing and Climbing), regarding one or two results headings that were incorrect or incomplete.

8. *(Enhancement)* In the configuration file (`pcl.cfg`), removed variable "`Lane-Fixed-Cost`". Changed default truck weight to 180 (was 120). Renamed variables "`Default-Passing-`*`zzz`*" to "`Passing-`*`zzz`*" (most other configuration file variables also supply default values, and they don't have `default` in their names).

9. *(Bug Fix)* In most modules, changed item numbers on menus to make them more consistent amoung the modules.

10. *(Bug Fix)* Fixed bug in module DefSite (Define Site Characteristics), that resulted in "Truck Weight" being displayed and prompted for for passing lanes, where it is irrelevant.

11. *(Bug Fix)* Fixed bug in module DefCL (Define Location of Climbing Lane) so that when a short climbing lane is increased to the minimum length, all the increase is added to the end. Previously the increase was added equally to both ends.

12. *(Bug Fix)* Fixed bug in module DefCL (Define Location of Climbing Lane) regarding the merging of short section of lanes in sites that have alternating up and down grades.

13. *(Bug Fix)* Fixed bug wherein F1 help key would sometimes fail to display message after the help subsystem was invoked via "Alt-H".

14. *(Bug Fix)* Fixed bug that caused multi-line prompt labels to be displayed incorrectly.

1.6.3 Version 2.01, April 18, 1991

1. *(Bug Fix)* Changed module EffMeas to use words "Climbing" and "Passing" properly in various displayed headings.

2. *(Bug Fix)* Fixed bug with respect to message "speed outside of tables" encountered when truck entry speed to a section of 0% grade was 90 km/h, in module DefCL (Define Climbing Lane Geometry).

1.6.4 Version 2.00 - April 15, 1991

1. *(Enhancement)* Program was renamed from "CECL" to "PCL", with the additional capability to analyze passing as well as climbing lanes.

2. *(Enhancement)* Changed so that benefits of a climbing lane were computed over a distance ending 3 km past the end of the lane.

1.6.5 Version 1.13, September 5, 1990

1. *(Enhancement)* Added much range checking of input data, through addition of limits descriptors to numerical form fields. These limits are classified into 3 levels: "Hard" (limits cannot be exceeded), "Soft" (limits can be exceeded after confirmation) and "Normal" (exceeded limits will produce a warning message). This change has fixed the problems of producing ridiculous results when given improbable input data (such as a 5% grade for 20,000m). Now, either the input will not be allowed, or the computation will fail with a meaningful error message.

2. *(Enhancement)* Added "Alt-L" hot key for numerical form fields. This will cause the current limits to be displayed in the status line, with the possibility of displaying a help window specifically to describe the limits.

3. *(Enhancement)* Added printout of copyright notice by PCL.

4. *(Bug Fix)* Changed so that a colour monitor is automatically detected, and so that colours are properly and automatically initialized for colour displays. Previously, one had to give the "-c" command line option to get colour.

5. *(Internal Enhancement)* Added comments to much of the source code, and did some reorganization so as to aid program maintainers. Enforced a consistent style of comment at the beginning of each function,

so that all of these comments could be extracted for the Programmer's Manual. Added copyright notice to all source files.

6. *(Internal Enhancement)* Corrected the bug in Blaise routines that exchanged foreground and background colours, then removed the corresponding work around in the colours module.

1.6.6 Version 1.12, August 15, 1990

1. *(Bug Fix)* Changed calculation of benefits due to delay reduction to include only the upgrade traffic, and not the traffic in both directions. This is likely conservative, as down grade traffic also benefits from the addition of a climbing lane, but those benefits are not easily quantified and are ignored. The benefits due to accident reduction still includes traffic in both directions.

1.6.7 Version 1.11, April 22, 1990

1. *(Bug Fix)* Fixed small bug in selection of acceleration or deceleration curve in module "DefCL" (the bug would probably not have affected anything).

2. *(Bug Fix)* Fixed bug CPR001 in module "EstPerf" wherein a "No" would always be printed for "Truck Warrant" when truck speeds were not explicitly calculated. Now the printout clearly states when truck speeds have not been calculated.

1.6.8 Version 1.10, April 11, 1990

Version 1.10 has mostly some minor changes to the user interface over Version 1.00. There have been a few bug fixes, particularly with respect to the computation of average speed upgrade, both with and without climbing lane, as well as level of service warrants. Some menus may be slightly changed.

1. *(Bug Fix)* In the "Performance Estimates" module (EstPerf), there was a bug in calculating the average speed upgrade with climbing lane for low grades (the average speed with lane was coming out lower than the average speed without lane). This has been fixed.

2. *(Bug Fix)* The level of service warrant check was incorrect, in that a "yes" was indicated whenever the LOS upgrade was lower than the LOS of the approach. As all 2-lane highways are designed for level of

service "B", this has been corrected so that a level of service of "C" or lower on the upgrade section means that a lane is warranted.

3. *(Bug Fix)* In the "Performance Estimates" module (EstPerf), a small anomaly in speed versus service flow at 84-85 km/h could have resulted in the average speed upgrade without climbing lane being *very* slightly higher than the approach speed, for low grades (3 percent). This has been fixed to prevent that from happening (simply by limiting the upgrade speed to the approach speed).

4. *(Bug Fix)* Fixed a bug in the "Estimate Performance" module (EstPerf) wherein selecting and executing the "Print Results" menu item would clear the "changed" flag and thus let you exit the module without saving the analysis results in the site file. Later modules would then complain about lack of data.

5. *(Bug Fix)* Fixed a bug in the main PCL menu wherein the window was not properly erased before displaying the site ID, description and file name. This sometimes resulted in a garbled display, particularly when a second site file was chosen that had a shorter ID or description than the previous one.

6. *(Enhancement)* In the Roadway and Traffic Characteristics module (DefSite), the output file name is defaulted from the site ID if that ID is changed during filling out of the form. This makes it easier to create a new site file by modifying an existing one. Previously, the output file name was always defaulted from the input file name.

7. *(Enhancement)* In all modules, the name of the file used for the "Print File" (i.e. the file in which to print analysis results) is defaulted from the site ID by appending the extension "`.prn`". Previously there was no default name.

8. *(Enhancement)* In all modules, the name of the file used for the "Screen Dump File" (i.e. the file used to hold screen dumps) is defaulted from the site ID by appending the extension "`.sd`". Previously there was no default name.

9. *(Enhancement)* Added a "Save Results" item to the action menu in the "Estimate Performance" module (EstPerf). This allows easier and more uniform saving of analysis results in the site file.

10. *(Enhancement)* For all modules, if a "Print Results" menu item is selected and if the print file names an existing file, and the user elects

to append to that file, a form-feed is written to the file to separate outputs.

11. *(Enhancement)* For all modules, if a user hits "ESC" when being prompted for a file name, and if that file name does *not* contain any wild card characters, then the prompt is re-issued with the file name portion changed to a wildcard ("*"). This makes it easier to reject the default and get a menu of matching files with the same extension displayed.

12. *(Enhancement)* In the main module (PCL), the site ID as well as the site file name can now be given as a command line argument.

2 Getting Started

Users who have had some experience in operating screen-oriented PC software should have little trouble learning the details of PCL operation and input preparation. The main features of PCL are:

- Data are entered by filling in data fields in on-screen forms. A cursor is always positioned at the next field for which a value is expected. Field data values may be text, numeric, or a choice from a limited number of alternatives. After a field value has been entered (indicated by pressing the "`Enter`" key), the cursor moves automatically to the next field.

- Text and numeric values are entered by typing the value, then hitting the "`Enter`" key.

- Choices are made by selecting from menus. Selection is accomplished by using the four arrow keys to move the highlight bar to the desired response in the menu, then hitting "`Enter`".

- Extensive context-sensitive on-line help is available at all times. For example, pressing the "`F1`" key will display a message explaining the input that is required at any particular time, and pressing "`Alt-F1`" will display a message listing the special keys that can be pressed.

See Section 2.1 for details on how to start execution of the PCL program.

See Section 2.2 for a brief overview of how to use PCL to analyze a potential passing or climbing lane location.

See Section 2.3 for a more complete overview of the more important data entry concepts, including the use of data-entry forms in Section 2.3.2.

See Chapter 4 for detailed, step-by-step examples of entering data and analyzing potential sites.

2.1 Running PCL

The entire PCL system is comprised of a number of relatively independant modules which can be run separately. However, the main controlling module is called "PCL" and only this module need be run directly from DOS. To run PCL, simply type:[1]

```
PCL
```

and you will be rewarded with a menu of choices by which to direct PCL in its further operation.

2.1.1 Command Line Options

When running PCL from DOS, several options are possible. The full DOS command-line is as follows:

PCL *option... siteid*

where *option...* is zero or more non-conflicting options selected from the following list:

-c *Colour.* PCL will operate in colour mode (for colour monitors) rather than monochrome. The default depends on the display type of the computer if this option is not given.

-m *Monochrome.* PCL will operate in monochrome mode. This is the default for monochrome monitors.

-hn *Novice help level.* PCL will start in Novice help level. When set to "Novice" level, PCL always issues an initial prompt for the introductory help system, and always displays a initial help window when that system is entered.

The default help level, if no command-line option is given, depends on the setting of the Help-Level configuration file variable (see Section 3.2), and is initially set to Novice.

-hi *Intermediate help level.* PCL will start in the Intermediate help level. The difference from Novice is that there is a different default answer to the initial prompt, and the initial help window is not displayed.

[1] This assumes that **AUTOEXEC.BAT** has been modified to add the PCL root directory to the DOS command search **PATH**. If this has not been done, you may need to type a more complicated command giving the full path name, for example: "**C:\PCL\PCL**".

`-he` *Expert help level.* PCL will start in the Expert help level. In this case, the initial prompt offering to display the introductory help system will not be given ("`Alt-H`" will still display the introductory help, though).

and where *siteid* is optional, and if given, is the site identifier of an existing site file. The specified site will be made the current active site when PCL starts executing.

2.2 Using PCL

2.2.1 Sites and Site Files

Important terms to know when using PCL are those of "*site*" and "*site file*". A site is simply some section of roadway that you wish to analyze for a potential passing or climbing lane. You must assign a unique identifier to each site; the identifier is used by the software to distinguish among the various sites.

A site file is a DOS file that contains all pertinent information describing the site. The various PCL modules read data from the site file, perform some analysis using that data, then add more data to that same site file.

The name of the site file is usually derived from the site identifier, by adding the DOS file extension "`.rtc`", thus the site identifier is limited in length to eight characters and must not contain any characters that are illegal in a DOS file name.

Before invoking the various modules of PCL, you must indicate which site you are working on. You may do this by creating a new site and specifying the roadway and traffic characteristics, or by selecting an existing site with that data already filled in. You may create a new site by selecting an existing site, changing some of the parameters, and saving the data in a new site file.

2.2.2 Analyzing a Site

When analyzing a site using PCL, certain steps must be performed in the correct order. The remainder of this section outlines those steps, but does not provide detailed information about them.

In summary, referring to the main PCL menu shown in Figure 2.2, you must select each of the main menu items in turn to: 0) create a new site or select an existing one; 1) input the site description; 2) specify climbing lane geometry (for hilly terrain only); 3) estimate performance, and 4) estimate effectiveness.

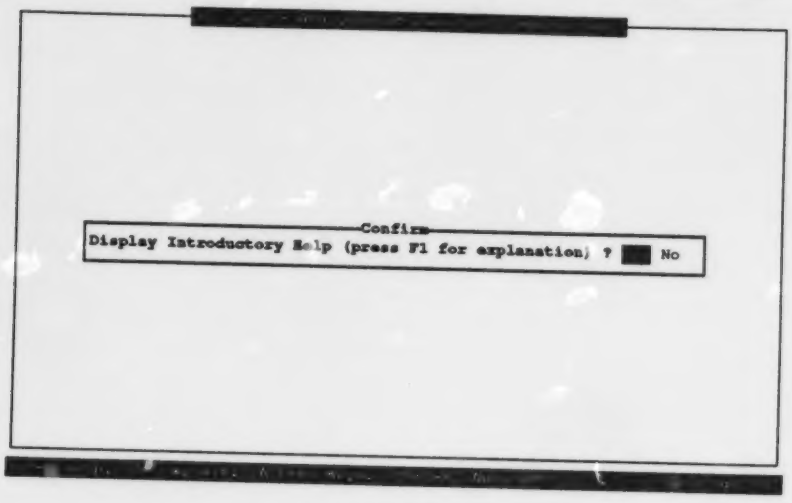

Figure 2.1: Initial PCL Prompt

Run PCL

First, run PCL from DOS, using the command lines as given in Section 2.1, above. For example, type:

```
PCL
```

Unless the configuration variable "**Help-Level**" (see Section 3.2) is set to "**Expert**", you will see a menu prompt such as that shown in Figure 2.1.

Answering "**Yes**" to that prompt will bring up the introductory help system. That system provides a menu that allows you a limited amount of browsing through various help screens dealing with general concepts. You can press the "**F1**" key for an explanation of how to answer the prompt.

Answering "**No**", or pressing the "**Esc**" key, or selecting "**Quit**" from the help menu, takes you back to the main PCL menu.

Site/File Operations

When that is done, you will be presented with the main PCL menu, and the screen will look like that shown in Figure 2.2. Several of the menu items will be in a different colour, indicating that they cannot yet be selected.

Select the "**Site/File Operations**" item from the main menu, then select "**New Site**" from the file operations menu. You will then be asked to supply

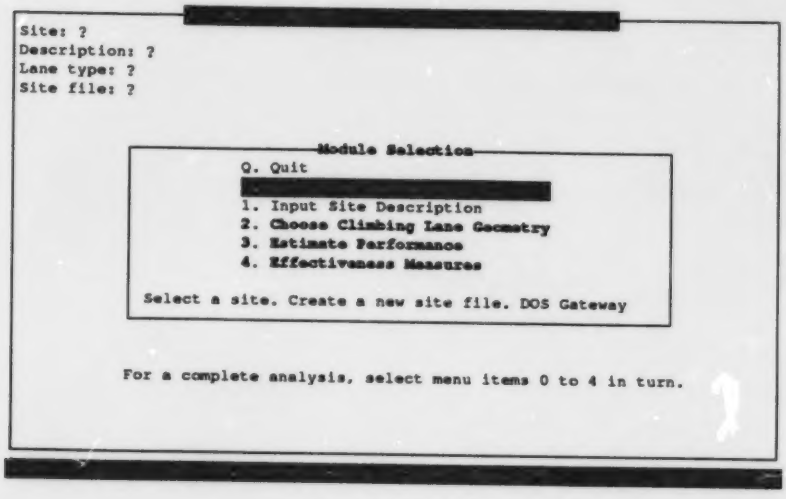
Site: ?
Description: ?
Lane type: ?
Site file: ?
Module Selection
Q. Quit
1. Input Site Description
2. Choose Climbing Lane Geometry
3. Estimate Performance
4. Effectiveness Measures
Select a site. Create a new site file. DOS Gateway
For a complete analysis, select menu items 0 to 4 in turn.

Figure 2.2: Main PCL Menu

the site identifier, a short description of the site, and the name of the site file (see Section 2.3.2, below, for a discussion of the various input possibilities when you are prompted for a file name). When you have done that, you will be returned to the main PCL menu.

Input Site Description

Select the "Input Site Description" item from the main menu. This will invoke the module that lets you input the roadway and traffic characteristics for the site. It does this by displaying a form on the screen and letting you move around to the various fields, typing or selecting the appropriate values. Generous use of the "F1" key should make it clear what is expected from you as input.

When all of the data has been entered, select "Yes" for the final choice field, "Save ?". You will then enter into a dialogue regarding the name of a site file in which to save the data.

When that is done, you will be returned to the main PCL menu.

Choose Climbing Lane Geometry

Next, if you are analyzing a site for a climbing lane, you must choose the start and end locations of the proposed climbing lane. Choosing "Choose

Climbing Lane Geometry" from the main menu will invoke the module that lets you compute the location based on truck speed differential, or that lets you input the start and end locations yourself. Very little input data is required at this stage, and the module initially presents only a menu from which you can choose the various options.

When you are satisfied with the lane location, save the data to the site file and exit from the module.

Estimate Performance

Next, it is necessary to estimate the performance of the proposed lane. That is, we compute its effect on level of service, average speeds and delays, and accident rates.

Select "Estimate Performance" from the main PCL menu to perform this analysis. This module presents you with a very small data form to fill in, to provide details like design speed and lane widths. When these have been filled in, results will be calculated and you will be presented with a menu of further operations.

Use this menu to save the data, exit from the module and return to the main PCL menu.

Effectiveness Measures

Finally, choose "Effectiveness Measures" from the main PCL menu. This invokes the menu that allows you to compute various effectiveness measures and do a cost-benefit analysis. The module presents an initial data form to fill in, then presents a menu of choices for further operations, such as displaying graphs, viewing results, etc.

2.3 User Interface Concepts

This section provides an explanation of the general concepts underlying the user interface to PCL, and mentions some of the keys that can be pressed in various situations.

There are basically three methods of providing input to PCL: selecting from menus, filling in data entry forms on the screen, and responding to "prompters". A menu is used to select one of a limited number of choices, and can be used, for example, to select program options or to select a single file from a number of candidate files.

A data entry form consists of a number of fields, each of which requires and accepts a single value. Some fields may require numeric input (integer or floating point), while others may require a selection from a menu. When

a value has been given for a field, the cursor automatically moves to the next field in the sequence.

A prompter is a small, one-line window that is "popped" up on the screen for the purpose of soliciting one response, after which the window is deleted from the screen. Again, some prompters require numeric values, some require arbitrary text, and some require a selection from a menu. In prompters of the latter type, the possible choices are displayed when the prompter is displayed.

In all cases, extensive on-line help is available.

2.3.1 Getting Help

The user interface of PCL has been designed to provide full help to the novice user. At the same time, it was designed so as to not seriously impede the experienced user. Therefore, all displays of on-screen help messages must be ***requested***, they are not presented automatically. PCL provides four types of help message, and four different key-strokes to request display of these:

Alt-H ***Help***. Pressing this key invokes the introductory help system. A menu of choices is presented on the screen, from which you can choose the help display of your choice. This help system is intended to provided an overview of the important concepts; it does not provide detailed, module-specific information.

F1 ***Explain*** Pressing this key displays a message that provides specific information about the input required at the point of the cursor on the screen. That is, on the input required at any instant.

Alt-F1 ***Keys*** Pressing this key displays a message that provides detailed information about the various keystrokes that can be given, and the effect of each.

Ctrl-F1 ***About ...*** Pressing this key displays a message that gives a brief overview of the current module.

Alt-L ***Limits*** Pressing this key while the cursor is in a numeric data field results in an explanation of the limits (if any) that apply to the value.

The status line at the bottom of the screen reminds you of most of these key-strokes.

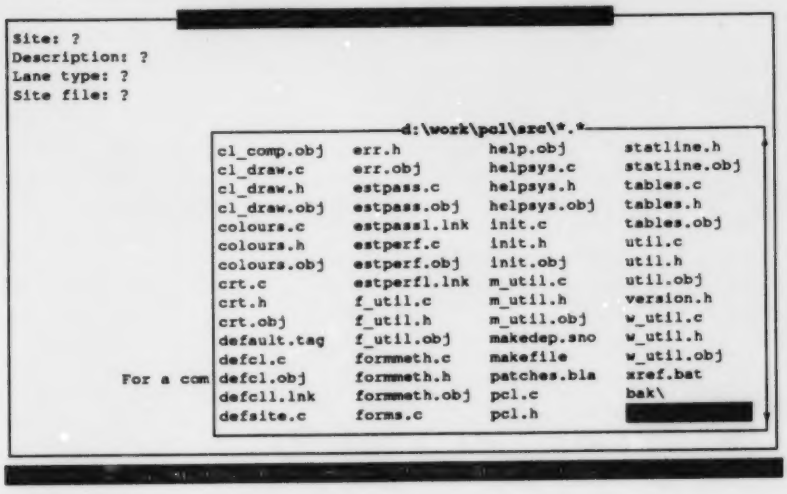

Figure 2.3: Scrolling File Menu

2.3.2 Types of Input

Menus

Normal menus may be displayed so that the possible choices are arranged vertically, horizontally, or in a rectangular grid. In all cases, the highlight bar is moved using the four arrow keys on the numeric keypad, and/or the "**Home**", "**End**", "**PgUp**" and "**PgDn**" keys. In most cases (the file menus being the exception), typing the first character of the displayed item will also move the highlight bar to that item. Hitting the "**Enter**" key will select the item that is currently highlighted.

In all cases, hitting the "**Esc**" key will exit from the menu without making a selection. What happens in this cases depends a bit on the type of menu. In most cases, the program will simply continue with what it was doing before the menu was displayed.

In some menus, certain items are temporarily "protected" from selection, often because some other item must be selected first. These protected items are shown in a different colour in the menu.

A File Menu is displayed whenever the response to a file prompt (see below) contains wildcard characters. In this case, all files in the current working directory whose names match the wildcard are displayed, along with all subdirectories (these have a "\" character appended to show that

they are directories). Selecting a file name selects that file, selecting a directory name results in all matching files in that directory being displayed. Hitting "**Esc**" results in a return to the file prompt, at which time you can change the name.

If there are many matching files, the menu becomes scrollable (indicated by small arrows in the right border). The positioning keys still work in the same manner. Figure 2.3 shows such a menu.

Data Forms and Form Fields

A data form is a sequence of fields. Each field requires a single value. That value may be a number, it may be arbitrary text, or it may require a choice from a menu. You supply the value for a field by moving the cursor to that field and either typing or selecting the value. If the field requires you to type a value, the default value is displayed in a different colour and you use the normal editting keys to delete characters and add new characters. Hitting the "**Enter**" key "accepts" the currently displayed value, and, if there are no errors, moves the cursor to the next field.

If the field is a **choice field**, it requires a selection from a menu. That menu is popped up when the cursor moves to the field.

In all cases, hitting "**Esc**" will move you to the next field without changing the current field.

You can return to previous fields to change their contents. Use the "**up arrow**" key to go to a previous field. Use the "**down arrow**" key to move to the next field.

When editting a numerical field in a form, the user may hit the "**Alt-L**" key to see what limits, if any, are placed on the numerical value. Limits are of 3 kinds: Hard limits are those which can never be exceeded; Soft limits are those that can only be exceeded after confirmation, and Normal limits are those which result only in a warning message if they are exceeded.

In all cases, hitting "**Alt-G**" (i.e., Go) will terminate data entry of the current form. What happens then depends on which form is being displayed, but in all cases it is equivalent to what happens when the form is completed normally.

Prompters

A **prompter** is a small (usually one line) window that is temporarily "popped up" to solicit one response or value. The type of value to be provided should be clear from the context, and may be a number, an arbitrary string, a choice from a menu, or a file name. A prompter usually

supplies a default response, and that can be editted, erased, or accepted as is. Hitting the "**Enter**" key accepts the value.

A **confirmer** is a prompter that requires a "**Yes**" or "**No**" answer, and displays a menu of the choices. The answer is made by using the arrow keys, or by typing "**Y**" or "**N**" to move the highlight bar, then pressing "**Enter**".

A **file prompter** requires you to supply the name of a file. If that file name contains DOS wildcard characters ("*" or "?"), a file menu will be displayed of all matching files. Hitting the "**Esc**" key to the file menu will then return you to the file prompter, at which time you can change the file name by editting the default.

2.3.3 Options Menu

Various options are available through the "**F10**" options menu. At any time, pressing the "**F10**" function key will bring up a menu containing several options such as module exit, start logging of intermediate results, and specifying different graphics devices.

One of the more important options is the ability to ask for an output of the intermediate results when doing a calculation (for example, computing climbing lane locations based on truck speed or calculating performance). In appropriate modules, the F10 Options Menu has a "**Start Logging**" item that, when selected before the computations are performed, will result in a detailed log of the calculations being written to a file.

2.3.4 Graphics Displays

A few of the modules of PCL have the ability to produce graphics displays of the results. Normally, PCL will display those graphics on the screen. PCL does, however, have a limited ability to produce graphics on other kinds of devices. Use the F10 Options Menu to popup a menu of various options. In the appropriate modules, one of those options will be "**Set Graphics Device**" as shown in Figure 2.4.

Selecting that item from the options menu results in a second menu of device selections, as shown in Figure 2.5. That figure shows that item "**Postscript File**" is about to be selected. Doing so will result in Postscript commands being written to a file whenever a graph is plotted; that file can be printed on a Postscript printer at a later time.

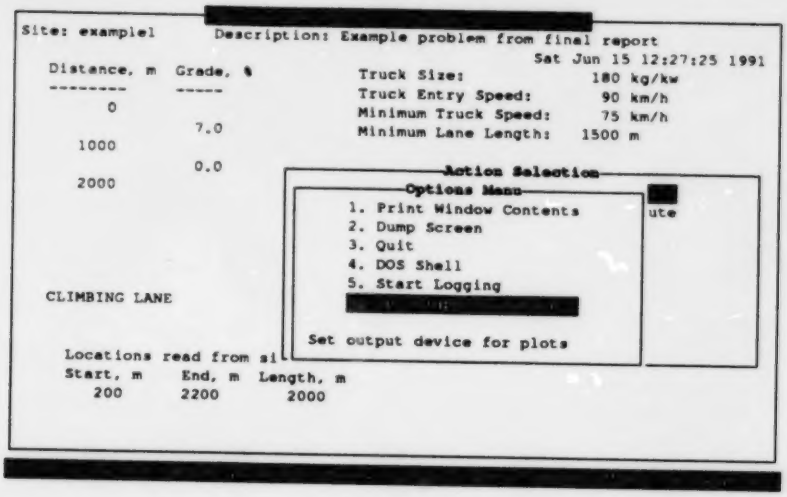

Figure 2.4: Options Menu

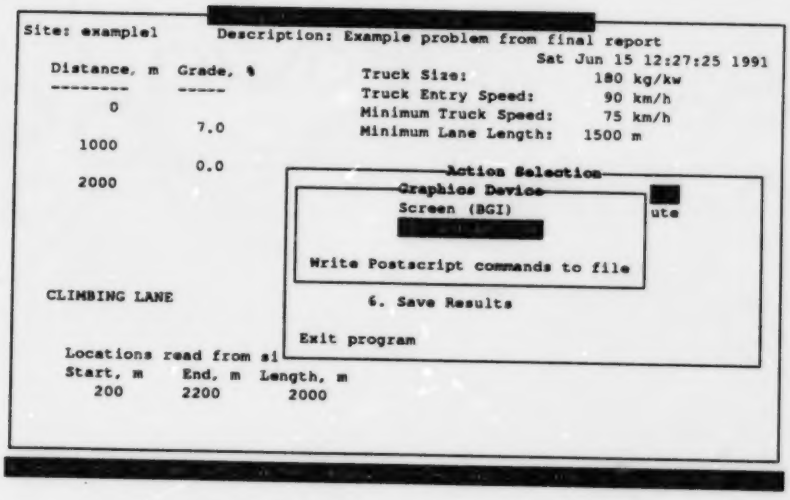

Figure 2.5: Selecting Graphics Device

2.3.5 Status Line

The status line at the bottom of the screen reminds the user of the type of help available at any one time. It is also used to display error messages, and sometimes simply reminds you of how to delete the help window that is currently displayed.

3 Files and Changing Things

PCL requires a number of files for its operation. These files are each located by searching in a number of standard locations, stopping as soon as a file of the correct name is found. In this way, default locations make installation and running of the program simple, while at the same time allow for easy customization by file substitution on a temporary or permanent basis.

3.1 Files and Locations

This section describes the various files and their purpose, where they are searched for, and how the default files can be over-ridden.

Without exception, all files are first looked for in the current working directory; therefore the simplest way of providing different versions of files is to simply have a copy in your current working directory.

Also without exception, all files are looked for last in the root installation directory of PCL. Thus, unless you take special action to override it, all files used will be those installed by the normal PCL installation procedures.

Other search locations may be specified by appropriate variables in the configuration file. See section 3.2 for more information about the configuration file.

Warning. When several versions of a file exist in different locations, no indication is provided as to which version is loaded. This could be confusing.

3.1.1 Configuration file - pcl.cfg

The configuration file is normally named "`pcl.cfg`" This file provides defaults for many parameters, including the locations of other files. It is located by the following search order:

1. the file pcl.cfg in current working directory.
2. the name given by the DOS environment variable PCLCFG.

3. the file pcl.cfg in the directory containing the executable PCL programs.

3.1.2 Coefficients File - plcoeff.dat

This file contains the regression coefficients used to compute percent platooning and average speeds on level and rolling terrain, both with and without passing lanes. The file structure is documented by comments in the file itself, and also in Section 3.4, below. It is located by the following search procedure:

1. the file plcoeff.dat in the current working directory.
2. a file named plcoeff.dat in the tables sub-directory of the current working directory.
3. a file named plcoeff.dat in the directories in the search-path specified by the DOS environment variable PCLTABLES.
4. a file named plcoeff.dat in the directories in the search-path specified by configuration file variable PCL-Tables.
5. a file named plcoeff.dat in the tables sub-directory of the directory containing the executable programs.

3.1.3 Speed Distance Tables

These files provide the speed-distance tables for various truck weights and various grades. For any given truck weight, there are usually three files involved: acceleration downgrade, acceleration upgrade and deceleration upgrade. Section 3.3 provides more details on the naming conventions and contents of each file. The speed-distance tables are located by the following search order:

1. in the tables sub-directory of the current working directory.
2. in the directories in the search-path specified by the DOS environment variable PCLTABLES.
3. in the directories in the search-path specified by configuration file variable PCL-Tables.
4. in the tables sub-directory of the directory containing the executable programs.

3.1.4 Other executables

This directory contains the executables of all modules and support programs. They are located by the following search procedure:

1. in the current working directory.
2. in the directories in the search path given by the DOS environment variable PCLPATH.
3. in the directories in the search path given by the configuration file variable PCL-Path.
4. in the directories in the search path given by the normal DOS PATH.

3.1.5 BGI files

These are the Borland Graphics Interface (BGI files) used by various graphics modules. The BGI files are essential for producing graphics displays on the screen. They are located by searching, in the order shown:

1. in the current working directory.
2. in the directories along the search path given by the DOS environment variable BGIPATH.
3. in the directories along the search path given by the configuration file variable BGI-Path.
4. in the directory containing the executable programs.

3.1.6 Help File - pclhlp.hlp

This file contains the help display database. It is located by searching in the following manner:

1. File pclhlp.hlp in the current working directory.
2. File named by DOS environment variable PCLHLP.
3. File named by configuration file variable PCL-Help.
4. File pclhlp.hlp in the directory containing the executables.

3.2 Configuration File

The configuration file is automatically loaded at the start of each program. This file contains a number of "configuration file variables", each of which provides a value for some quantity. Most of these quantities are further prompted for by the various modules, therefore the configuration file provides only the default values. That means that it is unlikely that you will have to change this file, unless, of course, you wish to have new defaults.

Note that the standard PCL installation procedure replaces any existing configuration file with the new one supplied by the installation. This means that you will lose any modifications you make to the standard configuration file when you install a new version of PCL.

The first line (and therefore the first 11 characters) of the configuration file must be *exactly*:

```
##Form: CFG
```

After the first three lines of the file, each of which must start with the two characters "##", blank lines and lines beginning with ";" are treated as comments and ignored. Remaining lines each specify a value for one configuration file variable. Each line contains the variable name, a ":", and the value for the variable (everything else up to the end of the line).

The various configuration file variables, their value types, their default values (shown enclosed in "[" and "]") and their meanings, are:

Base-Year: *(integer)* [1989] The base year to use for dollar figures in the cost-benefit analyses.

BGI-Path: *(path)* [\pcl\bgi;\turbo\bgi] The directory containing the Borland Graphics Interface (BGI) graphics device drivers. This may be a ";" separated list of directories.

Climbing-Lane-Effective-Distance: *(real)* [3000.0] Because the addition of a climbing lane will affect average speeds over a section of roadway beyond the end of the lane, benefits should also be calculated over a distance beyond the end of the climbing lane. This is the distance to use, in metres.

Passing-Lane-Length: *(real)* [2000.0] This is the default length, in metres, of passing lanes for level and rolling terrain. The user always has an opportunity to specify some other distance.

Passing-Lane-Effective-Distance: *(real)* [8000.0] This is the default length, in metres, of the effective distance for passing lanes for level

and rolling terrain. The effective distance is that distance over which the addition of a passing lane is assumed to positively affect traffic flow. The user always has an opportunity to specify some other distance.

Design-Speed: *(real)* [100.0] The design speed of the highway, in km/h.

DHV-Percent-of-AADT: *(real)* [17.4] Normal traffic flows are given using the design-hourly-volume. This parameter is the default percent that the DHV is of the daily traffic.

Help-Level: *(*one of *"Novice", "Intermediate" or "Expert")* [Novice] This value controls the initial prompt for the introductory help system. "Expert" removes the initial prompt. "Intermediate" and "Expert" remove the initial help window when the help system is entered.

Inflation-Rate: *(real)* [5.0] Currently not used.

Lane-Maintenance-Cost: *(real)* [0.0] The additional cost of maintaining the passing or climbing lane over and above the normal maintenance cost, in dollars/km/year.

Lane-Unit-Cost: *(real)* [396000.0] The cost of constructing one kilometer of climbing or passing lane.

Life-of-Facility: *(real)* [30] The expected life of the climbing or passing lane, in years.

Maximum-Speed: *(real)* [90.0] Maximum traffic speed, in km/h.

Maximum-Truck-Speed: *(real)* [90.0] The maximum speed of the model (simulated) truck used when computing speed versus distance on grade for climbing lanes. The speed-distance tables must contain data for speeds at least as great as this (see Section 3.3).

Minimum-Lane-Length: *(real)* [1500.0] The minimum length of a climbing lane, in m.

PCL-Help: *(file)* [\pcl\pclhlp.hlp] The name of the on-line help database.

PCL-Path: *(path)* [\pcl] The directory containing the PCL executables. This may be a ";" separated list of directories.

PCL-Tables: *(path)* [\pcl\tables] A ";" separated list of directories to search for the various tables required by PCL (such as the speed-distance tables).

Peak-Hourly-Factor: *(real)* [1.0] A factor to account for peaking within the hour, as defined by the Highway Capacity Manual, 1985. This number should be less than 1.0 to indicate such peaking.

Real-Rate-of-Return: *(real)* [5.0] This is the default real rate of return, in percent, used to compute benefits. The user will have a chance to supply an alternate value.

Start-Speed-Drop: *(real)* [15.0] This specifies the speed-drop to use when calculating the position of the start of the climbing lane. Speed distance curves for a "typical" heavy truck are computed. The start of the climbing lane is chosen as the point at which the speed drops to this much below the entry speed,

Truck-Speed: *(real)* [90.0] This gives the assumed truck speed at the start of the grade, used to calculate speed-distance curves and then to compute climbing lane start and end locations based on speed drop.

Note that the speed distance tables must support whatever value is given here. The default tables distributed with PCL are adequate to a maximum speed of 90 km/h. See Section 3.3 for more information.

Truck-Weights: *(integer list)* [180 120] This gives the list of truck weights (in kg/kw) which can be used for the speed-distance simulation to compute the start and end locations of the climbing lane. The first weight in the list will be used as the default in prompts for this value.

Note that speed distance tables must be supplied for whichever weights are included in this list. The tables distributed with PCL supply values for weights of 120 and 180. See Section 3.3 for more information.

Vehicle-Accident-Cost: *(real)* [10000.0] The average cost, in $, of an accident. This should include an allowance for property damage and injury.

Vehicle-Hour-Cost: *(real)* [5.0] The average hourly vehicle cost, in $, to use when computing benefits due to delay reductions.

where:

path means that the value must be a ";" separated list of DOS directory path names.

file means that the value must be a full DOS file path name.

Note: The installation procedure actually changes the configuration file so that the default values for *files* and *paths* correctly reflect the installed location of PCL.

3.3 Speed Distance Tables

In order to compute the start and end locations of the climbing lane, based on the speed drop of a heavily loaded truck, a set of speed-distance tables must be provided for each weight of truck. The default tables distributed with PCL are for truck weights of 120 kg/kw and 180 kg/kw.

For each weight of truck, three tables must be supplied, each in a separate data file. The tables must give speed-distance data for accleration downgrade, acceleration upgrade, and deceleration upgrade.

The following file names must be used:

`m2tnnn.ad`	– for acceleration downgrade.
`m2tnnn.au`	– for acceleration upgrade.
`m2tnnn.du`	– for deceleration upgrade.

where:

nnn is the truck weight, in kg/kw.

For example, file "`m2t180.du`" gives the deceleration upgrade data for the 180 kg/kw truck.

The accleration tables (down and upgrade) start at a speed of 0 km/hr and contain data for increasing speeds, up to at least the truck speed given in the configuration file, or to the maximum speed attainable on the grade, whichever is least.

The deceleration table must start at a speed at least as high as the truck speed given in the configuration file and must contain data for decreasing speeds down to the maximum speed attainable on the grade, or until a distance of 3000m has been covered.

The upgrade tables must contain data for grades of 0%, 1%, ... 10%, in increments of 1%. The first 2 data columns give speed and distance for 0%, the second two for 1%, and so on.

The downgrade tables must contain data for grades of –10%, –9%, ... –1%, in increments of 1%. The first 2 data columns give speed and distance for –10%, the second two for –9%, and so on.

Each column is exactly 9 characters wide.

The first line of every file must contain a description of the data in the file, as the following example line from file "`m2t120.ad`" shows (note that due to width limitations here, the line is shown in two parts):

```
#SDT M2   Truck      120 kg/kw  90 km/h  AccelDown -10%  -1%
Speed-Dist 90/02/10
```

Columns	Contents
1–4	`#SDT`
6–7	`M2`
11–15	`Truck`
21–23	truck weight
25–29	`kg/kw`
31–33	max. truck speed
35–38	`km/h`
41–45	`Accel` or `Decel`
46–49	`Up` or `Down`
51–53	percent grade of first curve
54	`%`
56–58	percent grade of last curve
59	`%`
61–70	`Speed-Dist`
72–79	date

3.4 Coefficients File

In order to predict the performance of a passing lane, a large number of simulations were performed and a number of regression equations were developed. These equations relate average speeds and percent platooning to a number of different variables (nine in all), for four different cases.

The equations are evaluated by summing the products of a set of coefficients and their associated variables. The coefficients are specified in a data file, normally called `plcoeff.dat`.

The file structure is fairly simple. Blank lines and lines beginning with ";" are treated as comments, and ignored. The remaining lines are in 10 columns each, each column 16 characters wide. The first column of each line contains a label describing which case the data in the rest of the line is for. The remaining columns contain numbers, with a blank column taken as zero (0).

The numbers in each column are multipliers of the following quantities (with the exception of column 2, which is a constant):

Col.	Posn.	Quantity to be multiplied
2	17 – 32	1
3	33 – 48	Two Way Volume, veh/hr
4	49 – 64	Direction 1 Volume, veh/hr
5	65 – 80	Direction 2 Volume, veh/hr
6	81 – 96	Percent trucks, %
7	97 – 112	Percent RV's, %
8	113 – 128	Natural log (ln) of the effective distance, m
9	129 – 144	Natural log (ln) of the lane length, m
10	145 – 160	Direction 1 volume, % of total

The labels in column 1 are made up by catenating the following strings, in the order shown.

n	*or*	*nothing*	– no passing lane *or* passing lane
l	*or*	**r**	– level *or* rolling terrain
pa	*or*	**pna**	– passing allowed *or* not allowed
nothing	*or*	**h**	– low *or* high platooning
nothing			– equation applies to both directions
1	*or*	**2**	– applies to direction 1 (advancing) *or* 2

For example, the label **nlpna** marks the regression equation on that line as being for no passing lane, level terrain, passing not allowed, low platooning, and applying to both directions.

The data file is organized into 4 sections, as follows:

1. 8 lines specifying the equations for percent platooning, without passing lane.

2. 8 lines specifying the equations for percent platooning, with passing lane.

3. 12 lines specifying the equations for average speed, without passing lane.

4. 12 lines specifying the equations for average speed, with passing lane.

The sections must be given in the order shown. Within each section (each of which covers all necessary combinations of level/rolling terrain, passing allowed/not allowed, low/high platooning, and sometimes direction 1/direction 2), the lines must be in the order given by the original **plcoeff.dat** file.

4 Examples

4.1 Example 1, Climbing Lane, Single Grade

This example will involve a section of roadway with a 7% grade for 1000 m, followed by a 0% grade for 1000 m. We will determine the climbing lane locations based on the speed drop of a 180 kg/kw truck as it climbs the grade, then based on its accleration as it traverses the 0% grade at the top. The climbing lane should cover those portions of the roadway where the truck speed is more than 15 km/h lower than the maximum truck speed (which is 90 km/h).

Other relevant data is:

Passing Allowed	
% No-passing zones	0
Design Hourly Volume	300 500 1000 1500
% Traffic upgrade	50
% Trucks	10
% RVs	10

4.1.1 Preparing Input Data and Computing Results

Run PCL

Type the following DOS command to start PCL executing:[1]

```
C:\PCL\PCL
```

Select Site/File Operations

To indicate which site you wish to analyze, select "Site/File Operations" from the main PCL Module Selection menu, as shown in Figure 4.1.

[1] Assuming that PCL has been installed in subdirectory PCL of drive C:. See Chapter 1 for installation instructions.

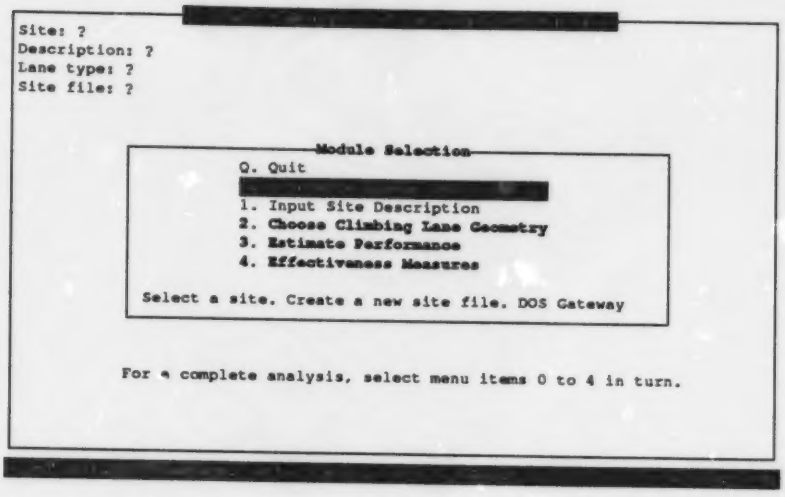
Site: ?
Description: ?
Lane type: ?
Site file: ?
Module Selection
Q. Quit
1. Input Site Description
2. Choose Climbing Lane Geometry
3. Estimate Performance
4. Effectiveness Measures
Select a site. Create a new site file. DOS Gateway
For a complete analysis, select menu items 0 to 4 in turn.

Figure 4.1: Selecting Site/File Operation

Select New Site

To indicate that you wish to begin work on a new site, select "New Site" from the File Operations menu.

Enter Site ID, Description, File

Respond to the prompts for site ID, site description, and site file by entering the following:

Site ID	`example1`
Description	`Example problem from final report`
Site File	`example1.rtc`

The site ID is a short name used to identify the site file. It should be a legal DOS filename. The description is a slightly longer phrase intended to be more descriptive than the identifier.

Exit File Operations

Select "Exit" from the File Operation menu in order to return to the Module Selection menu.

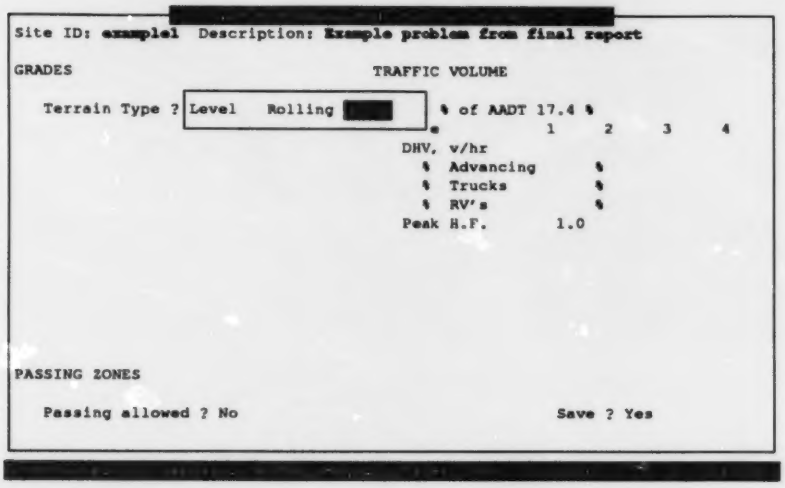

Figure 4.2: Specifying Climbing Lane

Select Roadway and Traffic Characteristics

Now we must input the basic characteristics of the site. Select "Input Site Description" from the Module Selection menu of PCL. This will invoke a module called **DefSite** which will present a data form for you to fill in.

Enter Roadway Data

Figure 4.2 shows the data form of **DefSite** after the first two fields (site ID and description) have been filled in (actually, the default values from before were simply accepted without change). The figure shows that a selection of "Hilly" is about to be made for the Terrain Type menu. This specifies that a climbing lane is to be evaluated (as opposed to a passing lane, see Section 4.2, below, for an example of a passing lane).

Figure 4.3 shows the partially completed data form of **DefSite**. To fill in the form, simply type the appropiate values, or select choices from menus. When you press "Enter", the cursor moves to the next field. At any time, you may press "Up" or "Shift-Tab" to return to a previous field, or "Down" or "Tab" to move to the next field.

The figure shows three grade locations having been entered (0, 1000 and 2000 m) and two grades (7% and 0%). Notice that there is space for a few more of each – simply hit "Enter" to indicate that you do not wish to

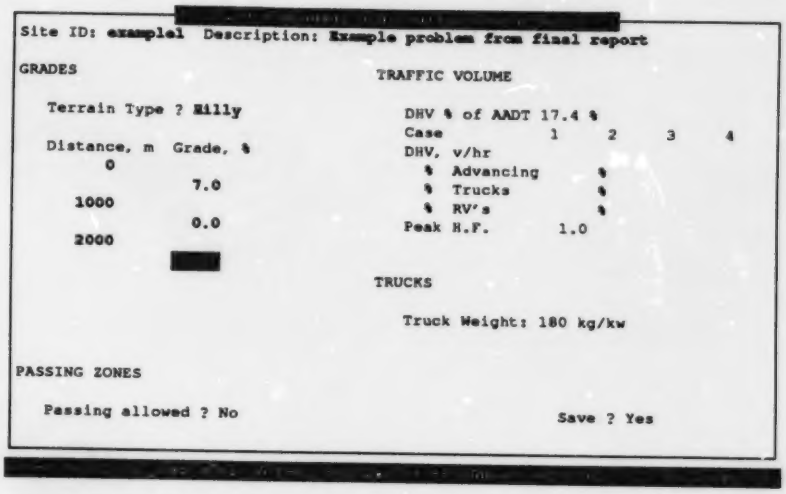

Figure 4.3: Entering Grade Data

supply values.

Note also that all distance must be entered before any of the grades are entered.

Save Site Description

When all the data has been filled in, and you are happy with it, answer "Yes" to the Save ? prompt at the end of the form, as shown in Figure 4.4.

After answering the prompts regarding which file to save it in, you will be returned to the PCL Module Selection menu.

In this case, answer the defaults regarding file name; i.e., save the site description in file `example1.rtc`.

Select Compute Climbing Lane Location

In order to compute climbing lane location based on truck speed drop, select "Choose Climbing Lane Geometry" from the Module Selection menu.

This will invoke a module called `DefCL`.

Select Compute Location

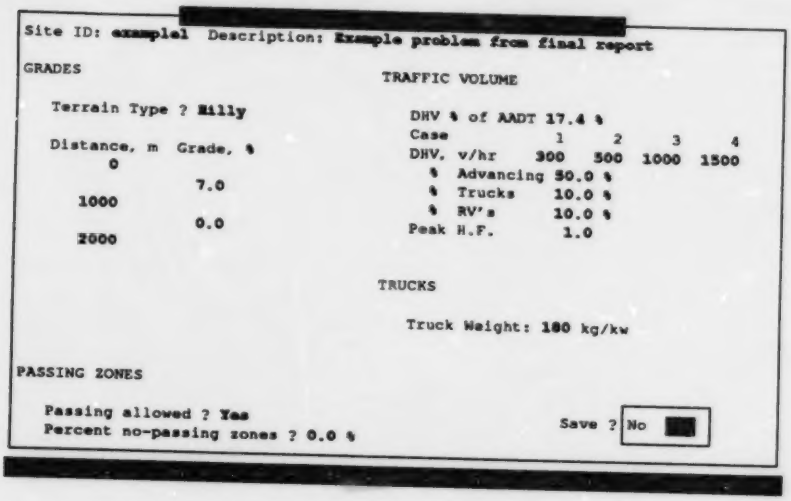

Figure 4.4: Saving Grade Data

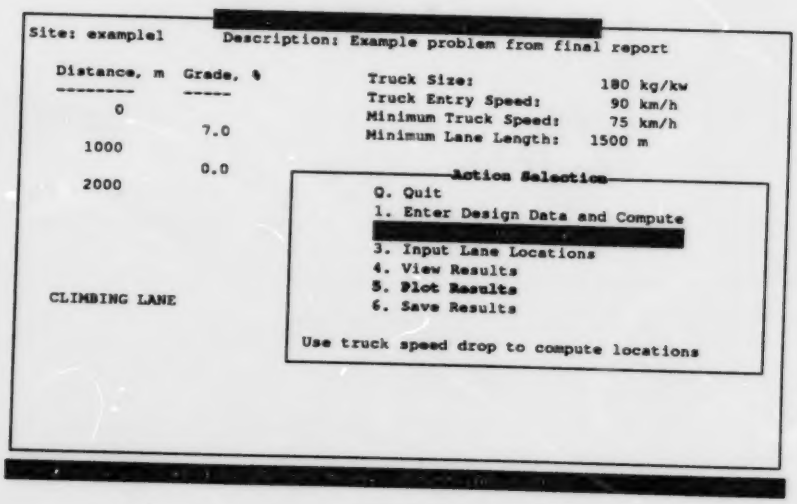

Figure 4.5: Computing Climbing Lane Locations

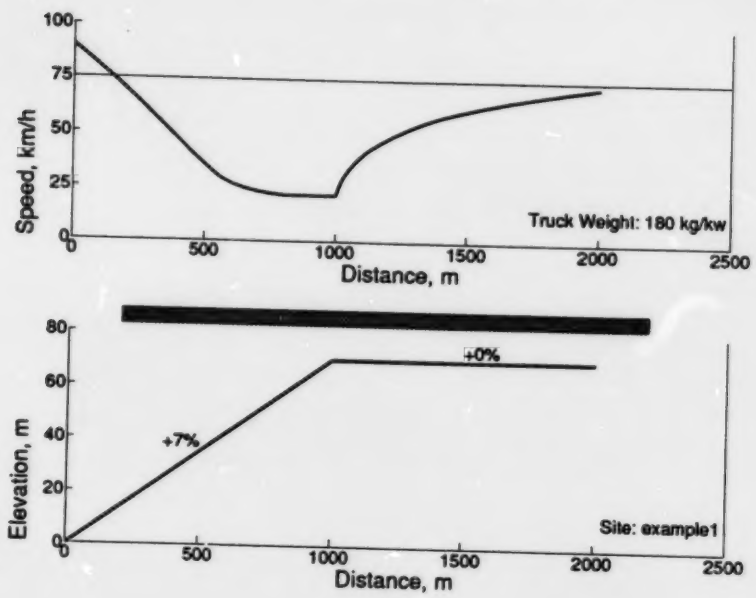

Figure 4.6: Plot of Climbing Lane Calculations

As shown in Figure 4.5, you should select "Compute Lane Location" from the Action Selection menu. This will compute speed versus distance of the truck on grade, and will choose lane start and end locations based on the speed differential.

This can take 20 or 30 seconds to do, depending on the speed of the computer.

As shown in the Figure 4.5, the Action Selection menu allows you to re-specify some of the design data, such as truck speed, minimum lane length, etc. You may do this by selecting "Enter Design Data and Compute".

Select Plot Results

It is possible to view a graphics display of the results of computing the climbing lane locations. Select "Plot Results" from the menu, and the screen will show a display similar to that shown in Figure 4.6.

That figure shows truck speed plotted as a function of distance along grade in the top of the figure; the horizontal line shows the minimum truck

speed (speeds below this call for a climbing lane). It also shows the grade in the bottom part of the figure. The shaded rectangle near the center shows the extent of the climbing lane.

Select Input Lane Location

Note that, because the ending 0% grade was arbitrarily ended at a distance of 2000m, the program chose this as the end of the climbing lane. This is because the program cannot compute truck speeds past the end of the last grade section. In this case, the heavy truck had not yet acclerated up to the minimum "no-climbing" lane speed at the end of the 2000m, as can be seen from Figure 4.6. We could go back to the previous module (**DefSite**) and change that 2000m to 2500m, for example, and redo the analysis. However, in this case, we will simply enter the start and end locations ourselves.

In order to over-ride the locations chosen by the program, select "Input Lane Locations" from the Action Selection menu. Then enter "200" and "2200" for the start and end distances, respectively.

Select Save Results and Quit

Select "Save Results" from the Action Selection menu, specify **example1.rtc** as the name of the site file, then select "Quit" to return to the PCL Module Selection menu.

Select Estimate Performance

In order to estimate the performance of the potential climbing lane (average speeds, levels of service, delay and accident reductions), select "Estimate Performance" from the Module Selection menu.

This will invoke a module called **EstPerf**, which will present you with a small data form to fill in.

Select Start Logging

This module (**EstPerf**) has an optional printout that gives detailed intermediate results of the calculations. To obtain that printout, you must press the "F10" key, then select "Start Logging" from the Options Menu menu.

Respond with **example1.log** as the name of the log file.

Enter Lane and Shoulder Widths

Enter the design speed, and select the appropriate lane and shoulder widths. In this case, use the defaults provide for each.

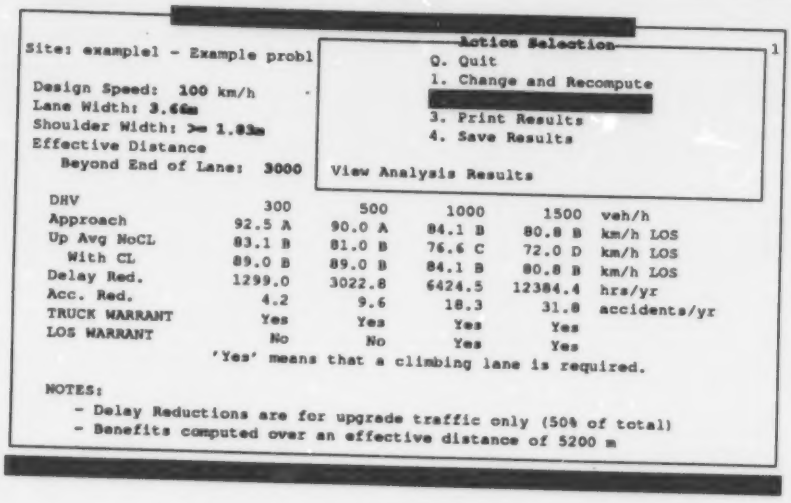
Site: example1 - Example probl
Design Speed: 100 km/h
Lane Width: 3.66m
Shoulder Width: >= 1.83m
Effective Distance
Beyond End of Lane: 3000
Action Selection
Q. Quit
1. Change and Recompute
3. Print Results
4. Save Results
View Analysis Results
DHV 300 500 1000 1500 veh/h
Approach 92.5 A 90.0 A 84.1 B 80.8 B km/h LOS
Up Avg NoCL 83.1 B 81.0 B 76.6 C 72.0 D km/h LOS
With CL 89.0 B 89.0 B 84.1 B 80.8 B km/h LOS
Delay Red. 1299.0 3022.8 6424.5 12384.4 hrs/yr
Acc. Red. 4.2 9.6 18.3 31.8 accidents/yr
TRUCK WARRANT Yes Yes Yes Yes
LOS WARRANT No No Yes Yes
'Yes' means that a climbing lane is required.
NOTES:
- Delay Reductions are for upgrade traffic only (50% of total)
- Benefits computed over an effective distance of 5200 m

Figure 4.7: Estimation of Performance

After the form is filled out (i.e., after you have answered the last prompt), the results will be displayed and a menu will appear, as shown in Figure 4.7.

You may select "View Results" from that Action Selection menu if you wish an unobstructed view of the results. Press "Enter" to bring back the Action Selection menu.

You may select "Print Results" to place a copy of the displayed results in a file for later printing. If you do, specify **example1.prn** as the name of the file.

Save Data and Exit

Select "Quit" from the Action Selection menu in order to return to the main PCL menu. Before the **EstPerf** module quits, it will ask you if you wish to save the results of the analysis. Answer "Yes" and specify **example1.rtc** (the default) as the file in which to save those results.

Note that you "print" results for your later perusal, but you must "Save" results for use by other modules.

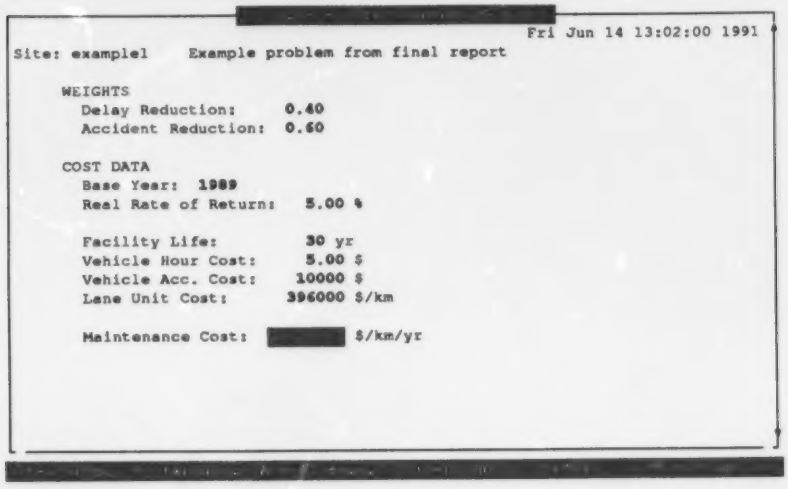
Fri Jun 14 13:02:00 1991
Site: example1 Example problem from final report
WEIGHTS
Delay Reduction: 0.40
Accident Reduction: 0.60
COST DATA
Base Year: 1989
Real Rate of Return: 5.00 %
Facility Life: 30 yr
Vehicle Hour Cost: 5.00 $
Vehicle Acc. Cost: 10000 $
Lane Unit Cost: 396000 $/km
Maintenance Cost: $/km/yr

Figure 4.8: Effectiveness Measures – Initial Form

Select Effectiveness Measures

In order to compute and display the various effectiveness measures, including a cost-benefit analysis and other economic data, select "Effectiveness Measures" from the main PCL Module Selection menu.

This will invoke the last module, **EffMeas**, which will present a form for you to fill out. That form will specify various economic parameters, as shown in Figure 4.8.

Accept the defaults for all values in that form. When the last form field is filled in, as it is about to be in the figure, the effectiveness measures will be computed and displayed.

Then an Action Selection menu will be displayed, from which you can choose to plot some of the results, or some other action.

Select View Results

As the effectiveness measures results are too large to fit in one screenful, you must select "View Results" from the Action Selection menu of **EffMeas**.

This allows you to use the keypad keys to scroll the window in order to see all of the data. Figure 4.9 shows this, with the initial form scrolled partially off the screen to the top.

Pressing "Esc" or "Enter" will restore the Action Selection menu.

```
Facility Life:          30 yr
Vehicle Hour Cost:      5.00 $
Vehicle Acc. Cost:      10000 $
Lane Unit Cost:         396000 $/km

Maintenance Cost:       0 $/km/yr

SINGLE EFFECTIVENESS MEASURES:  (Effective Distance = 5.20 km)
   DHV                  300      500      1000     1500   veh/hr
   AADT                1724     2874      5747     8621   veh/day
   Delay Red.          12.4     17.3      18.4     23.6   min/100 veh
   Acc. Red.           1.30     1.76      1.68     1.94   acc/M veh-km

MULTIPLE EFFECTIVENESS MEASURES:
   DHV                  300      500      1000     1500   veh/hr
   Delay Red.         0.105    0.244     0.519    1.000   relative
   Acc. Red.          0.133    0.303     0.575    1.000   relative
   Weighted Eff.      0.122    0.279     0.552    1.000

COSTS OF ADDING CLIMBING LANE:
```

Figure 4.9: Effectiveness Measures – Results

Select Plot Benefits

Selecting "Plot Benefits" from the action menu will produce a display on the screen that is similar to that shown in Figure 4.10.

Select Quit

Select "Quit" from the Action Selection menu in order to return back to the main PCL menu. Before **EffMeas** quits, it will ask you if you wish to print the results.

Answer "Yes" to save the displayed results in a file for later printing, and specify **example1.prn** as the name of the print file.

Print Log Files

Issue the DOS commands:

```
PRINT  EXAMPLE1.LOG
PRINT  EXAMPLE1.PRN
```

in order to print the files that were saved in the above procedures.

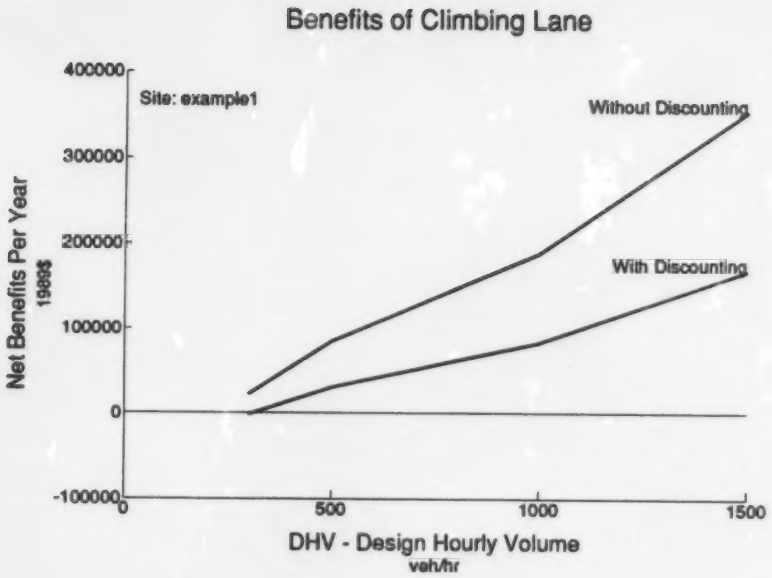

Figure 4.10: Plot of Climbing Lane Benefits

4.1.2 Results, Example 1

The file **example1.log** contains the optional log of the intermediate results of the performance estimations:

```
#####################################################################
# Program:  PCL  (Ministry of Transportation, Province of Ontario) #
# Version:  2.03                                Release Date:  14 June 1991 #
#####################################################################

CLIMBING LANE PERFORMANCE ESTIMATE        Fri Jun 14 13:00:46 1991
==================================

Site: example1       Description: Example problem from final report

 Distance, m  Grade, %
 ----------   -------
       0.0
                  7.0
    1000.0
                  0.0
    2000.0

 Average grade from 0 m to 1000 m = 7.00 %

 Lane Start: 200        End: 2200 m
 Highway Design Speed:      100 km/h
 Max. Vehicle Speed:         90 km/h
 Truck Weight:              180 kg/kw
 Percent No Passing Zones:    0
 Percent Upgrade:          50.0
 Percent Trucks:           10.0
 Percent RVs:              10.0
 DHV is                    17.4 % of AADT

    DHV  PHF  VPH
    ---  ---  ---
    300 1.00  300
    500 1.00  500
   1000 1.00 1000
   1500 1.00 1500


Approach Speed and LOS
**********************
```

Passing allowed (0% no-passing zones)
% Upgrade = 50.0, % Trucks = 10.0, % RV's = 10.0
Design Speed = 100 km/h
Lane width 3.66m, Shoulder width >= 1.83m

i	LOS	AS	Et	Er	v/c	fd	fw	fhv	SF
0	A	92.5	2.00	2.20	0.15	1.00	1.00	0.82	344
1	B	88.5	2.20	2.50	0.27	1.00	1.00	0.79	595
2	C	84.5	2.20	2.50	0.43	1.00	1.00	0.79	948
3	D	80.5	2.00	1.60	0.64	1.00	1.00	0.86	1545
4	E	72.4	2.00	1.60	1.00	1.00	1.00	0.86	2414

Approach Speed and LOS for the various DHV's:

VPH	AS	LOS
300	92.5	A
500	90.0	A
1000	84.1	B
1500	80.8	B

Upgrade Speed and LOS without Climbing Lane
****

Grade 7.0 % from 0 m to 1000 m, length = 1.00 km
Proportion passenger cars, Pp = 0.80
Proportion heavy vehicles, Phv = 0.20
Proportion of trucks among heavy vehicles, Pt/hv = 0.50
% Upgrade = 50.0, fd = 1.00

i	LOS	AUS	E	E0	Ip	Ehv	v/c	fd	fw	fg	fhv	SF
0	B	88.5	11.10	2.10	0.180	8.58	0.00	1.00	1.00	0.87	0.40	0
1	B	84.5	7.35	1.80	0.111	5.76	0.13	1.00	1.00	0.92	0.51	171
2	B	80.5	5.22	1.60	0.072	4.16	0.34	1.00	1.00	0.95	0.61	551
3	C	72.4	3.73	1.40	0.047	3.05	0.77	1.00	1.00	0.96	0.71	1474
4	D	68.4	3.44	1.35	0.042	2.83	0.86	1.00	1.00	0.97	0.73	1707
5	D	64.4	3.14	1.30	0.037	2.60	0.93	1.00	1.00	0.97	0.76	1916
6	E	56.3	2.91	1.30	0.032	2.44	1.00	1.00	1.00	0.97	0.78	2121
7	E	48.3	2.69	1.30	0.028	2.27	1.00	1.00	1.00	0.98	0.80	2185

Upgrade Speed and LOS for the various DHV's:

VPH	US	LOS
300	83.1	B
500	81.0	B

1000	76.6	C
1500	72.0	D

Upgrade Speed and LOS with Climbing Lane
****

Grade 7.0 % from 0 m to 1000 m, length = 1000 m
Climbing lane from 200 m to 2200 m, length = 2000 m
Climbing lane ends beyond crest.
% Upgrade = 50.0, % Trucks = 10.0, % RV's = 10.0
Passing allowed (0% no-passing zones)

	Without C.L.			With C.L.			
vph	s0	s100	ssu	s0	s100	ssu	ssu inc
300	70.8	68.7	70.8	86.2	85.3	86.2	15.5
500	67.6	65.5	67.6	84.2	83.5	84.2	16.6
1000	59.6	57.5	59.6	79.1	79.0	79.1	19.5
1500	51.6	49.5	51.6	74.0	74.4	74.0	22.5

Average Upgrade Speed (AUS) for the various DHV's:

VPH	AS	US	SI	AUS	LOS
300	92.5	83.1	15.5	89.0	B
500	90.0	81.0	16.6	89.0	B
1000	84.1	76.6	19.5	84.1	B
1500	80.8	72.0	22.5	80.8	B

Delay Reductions Upgrade:
****

Effective Distance = 5.20 km

DHV	VPH	NoCL	CL	VTR	AADT	TDR
v/hr	v/hr	km/h	km/h	s/v	v/d	hr/y
300	300	83.1	89.0	14.86	1724	1299.0
500	500	81.0	89.0	20.75	2874	3022.8
1000	1000	76.6	84.1	22.05	5747	6424.5
1500	1500	72.0	80.8	28.34	8621	12384.4

Change in Accident Involvments:
****

```
Effective Distance = 5.20 km

                /------ No Lane -------\ /---- With Lane -----\       AI
 VPH   AADT      SR      AIR       AI      SR      AIR      AI      RED.
 300   1724     9.4     340.3     11.1     3.5     210.6     6.9     4.2
 500   2874     9.0     331.9     18.1     1.0     155.4     8.5     9.6
1000   5747     7.6     300.0     32.7     0.0     132.4    14.4    18.3
1500   8621     8.8     326.8     53.5     0.0     132.4    21.7    31.8
```

The file **example1.prn** contains both the final results of the performance analysis, as well as those for the effectiveness measures:

```
#########################################################################
# Program:  PCL  (Ministry of Transportation, Province of Ontario)      #
# Version:  2.03                          Release Date:  14 June 1991   #
#########################################################################

                                                  Fri Jun 14 13:00:46 1991
Site: example1 - Example problem from final report

 Design Speed:  100 km/h
 Lane Width: 3.66m
 Shoulder Width: >= 1.83m
 Effective Distance
    Beyond End of Lane:  3000 m

  DHV                  300        500        1000       1500     veh/h
  Approach          92.5 A     90.0 A     84.1 B     80.8 B     km/h LOS
  Up Avg NoCL       83.1 B     81.0 B     76.6 C     72.0 D     km/h LOS
    With CL         89.0 B     89.0 B     84.1 B     80.8 B     km/h LOS
  Delay Red.        1299.0     3022.8     6424.5     12384.4    hrs/yr
  Acc. Red.            4.2        9.6       18.3        31.8    accidents/yr
  TRUCK WARRANT        Yes        Yes        Yes         Yes
  LOS WARRANT           No         No        Yes         Yes
                  'Yes' means that a climbing lane is required.

  NOTES:
     - Delay Reductions are for upgrade traffic only (50% of total)
     - Benefits computed over an effective distance of 5200 m


#########################################################################
# Program:  PCL  (Ministry of Transportation, Province of Ontario)      #
# Version:  2.03                          Release Date:  14 June 1991   #
#########################################################################
```

Fri Jun 14 13:02:00 1991

Site: example1 Example problem from final report

WEIGHTS

Delay Reduction:	0.40
Accident Reduction:	0.60

COST DATA

Base Year:	1989
Real Rate of Return:	5.00 %
Facility Life:	30 yr
Vehicle Hour Cost:	5.00 $
Vehicle Acc. Cost:	10000 $
Lane Unit Cost:	396000 $/km
Maintenance Cost:	0 $/km/yr

SINGLE EFFECTIVENESS MEASURES: (Effective Distance = 5.20 km)

DHV	300	500	1000	1500	veh/hr
AADT	1724	2874	5747	8621	veh/day
Delay Red.	12.4	17.3	18.4	23.6	min/100 veh
Acc. Red.	1.30	1.76	1.68	1.94	acc/M veh-km

MULTIPLE EFFECTIVENESS MEASURES:

DHV	300	500	1000	1500	veh/hr
Delay Red.	0.105	0.244	0.519	1.000	relative
Acc. Red.	0.133	0.303	0.575	1.000	relative
Weighted Eff.	0.122	0.279	0.552	1.000	

COSTS OF ADDING CLIMBING LANE:

Lane Length = 2.00 km Roadway Length = 5.20 km

Lane Construction Cost = 396000 $/km

Lane Maintenance Cost = 0 $/km/yr

Total Lane Construction Cost =	792000 $ =	26400 $/yr
Total Lane Maintenance Cost	=	0 $/yr
TOTAL LANE COST	=	26400 $/yr

BENEFITS FROM ADDING CLIMBING LANE:

DHV	300	500	1000	1500	veh/hr
Delay Red.	1299.0	3022.8	6424.5	12384.4	hr/yr

Acc. Red.	4.24	9.63	18.28	31.80	acc/yr
Without discounting of benefits:					
DR Benefits	6495	15114	32123	61922	1989$/yr
AR Benefits	42450	96260	182780	317980	1989$/yr
Total Benefits	48945	111374	214903	379902	1989$/yr
Net Benefits	22545	84974	188503	353502	1989$/yr
With discounting of benefits using a 5.00% real rate of return:					
DR Benefits	3328	7745	16460	31730	1989$/yr
AR Benefits	21752	49325	93659	162938	1989$/yr
Total Benefits	25080	57070	110119	194667	1989$/yr
Net Benefits	-1320	30670	83719	168267	1989$/yr
COST-EFFECTIVENESS VALUES:					
DHV	300	500	1000	1500	veh/hr
AADT	1724	2874	5747	8621	veh/day
Annual Cost	26400	26400	26400	26400	1989$/yr
Cost	4.20	2.52	1.26	0.84	1989$/100 veh
Cost	0.81	0.48	0.24	0.16	1989$/100 veh-km
Effectiveness: Single Measures					
Delay Red.	1299	3023	6425	12384	hr/yr
Delay Red.	12.39	17.29	18.38	23.62	min/100 veh
hr/$	0.05	0.11	0.24	0.47	veh-hr/1989$
$/hr	20.32	8.73	4.11	2.13	1989$/veh-hr
Acc. Red.	4.2	9.6	18.3	31.8	acc/yr
Acc. Red.	1.30	1.76	1.68	1.94	acc/M veh-km
acc red/$M	160.80	364.62	692.35	1204.47	acc red/M1989$
$cost/acc red	6219	2743	1444	830	1989$/acc red
Weighted Eff.	0.122	0.279	0.552	1.000	

4.2 Example 2, Passing Lane

This example will illustrate the analysis for a prospective *passing* lane on a two-lane road through flat terrain. The directional split in traffic is 50% in each direction, with 10% trucks and 10% recreational vehicles in the direction of the passing lane. The analysis will be performed for design hourly volumes of 300, 500, 1000 and 1500 vehicles per hour. The length of the passing lane will be the default 2 km, and the effective distance will be 8 km. A design speed of 100 km/h will be assummed.

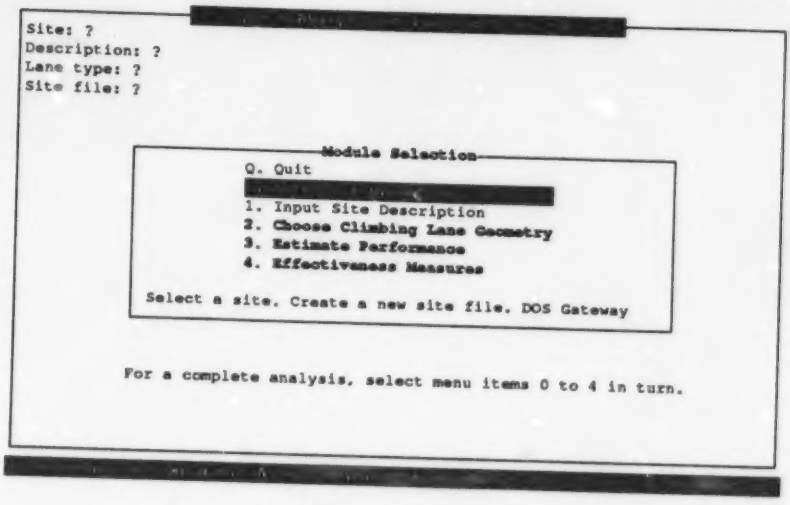
Site: ?
Description: ?
Lane type: ?
Site file: ?
Module Selection
Q. Quit
1. Input Site Description
2. Choose Climbing Lane Geometry
3. Estimate Performance
4. Effectiveness Measures
Select a site. Create a new site file. DOS Gateway
For a complete analysis, select menu items 0 to 4 in turn.

Figure 4.11: Selecting Site/File Operation

Much of the example will be virtually identical to that given in the Section 4.1, above; however most of the screens and interactions will be repeated here for convenience.

4.2.1 Preparing Input Data and Computing Results

Run PCL

Type the following DOS command to start PCL executing:[2]

```
C:\PCL\PCL
```

Select Site/File Operations

To indicate which site you wish to analyze, select "Site/File Operations" from the main PCL Module Selection menu, as shown in Figure 4.11.

[2] Assuming that PCL has been installed in subdirectory PCL of drive C:. See Chapter 1 for installation instructions.

Select New Site

To indicate that you wish to begin work on a new site, select "New Site" from the File Operations menu.

Enter Site ID, Description, File

Respond to the prompts for site ID, site description, and site file by entering the following:

Site ID	`pass-eg1`
Description	`Example 1, Passing Lane`
Site File	`pass-eg1.rtc`

The site ID is a short name used to identify the site file. It should be a legal DOS filename. The description is a slightly longer phrase intended to be more descriptive than the identifier.

Exit File Operations

Select "Exit" from the File Operation menu in order to return to the Module Selection menu.

Select Roadway and Traffic Characteristics

Now we must input the basic characteristics of the site. Select "Input Site Description" from the Module Selection menu of PCL. This will invoke a module called `DefSite` which will present a data form for you to fill in.

Enter Roadway Data

Figure 4.2 shows the data form of `DefSite` after the first two fields (site ID and description) have been filled in (actually, the default values from before were simply accepted without change). The figure shows that a selection of "Level" is about to be made for the Terrain Type menu. This specifies that a passing lane is to be evaluated (as opposed to a climbing lane, see Section 4.1, above, for an example of a climbing lane).

Figure 4.13 shows the partially completed data form of `DefSite`. To fill in the form, simply type the appropiate values, or select choices from menus. When you press "Enter", the cursor moves to the next field. At any time, you may press "Up" or "Shift-Tab" to return to a previous field, or "Down" or "Tab" to move to the next field.

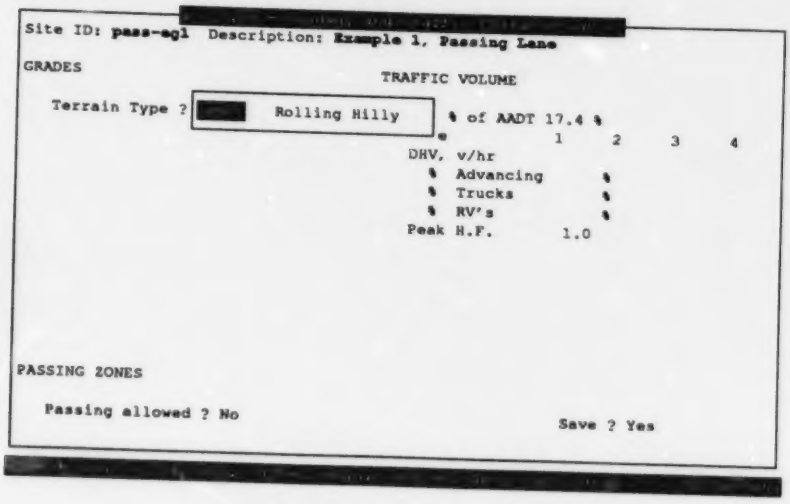

Figure 4.12: Specifying Passing Lane

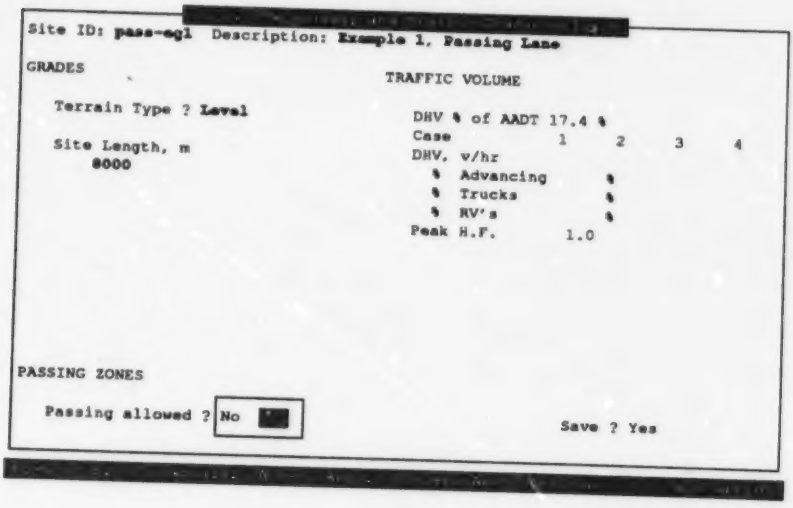

Figure 4.13: Entering Site Length

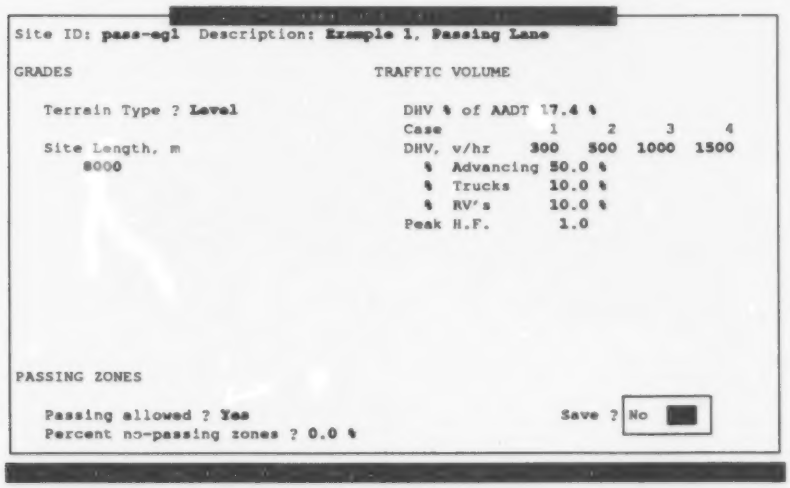

Figure 4.14: Saving Grade Data

The figure shows that, in contrast to the case for climbing lanes (see Figure 4.3), no grades are specified. Rather, it is only necessary to specify the total length of the site.

The figure shows that "Yes" is about to be chosen from the Passing allowed menu.

Save Site Description

When all the data has been filled in, and you are happy with it, answer "Yes" to the Save ? prompt at the end of the form, as shown in Figure 4.14.

After answering the prompts regarding which file to save it in, you will be returned to the PCL Module Selection menu.

In this case, answer the defaults regarding file name; i.e., save the site description in file `pass-eg1.rtc`.

Select Estimate Performance

You will notice that when you return to the main menu of PCL, the screen will appear as in Figure 4.15. This shows that item 2 of that menu cannot be selected as you have specified flat terrain, and climbing lanes cannot be analyzed for flat (nor for rolling) terrain.

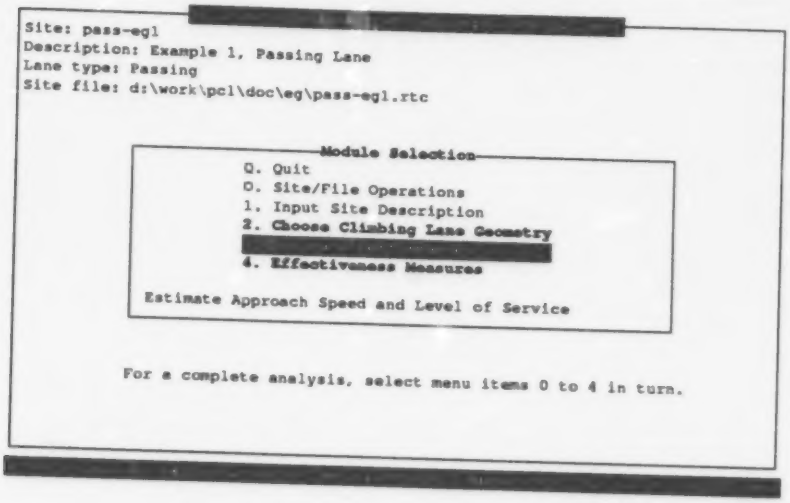
Site: pass-eg1
Description: Example 1, Passing Lane
Lane type: Passing
Site file: d:\work\pc1\doc\eg\pass-eg1.rtc
Module Selection
Q. Quit
O. Site/File Operations
1. Input Site Description
2. Choose Climbing Lane Geometry
4. Effectiveness Measures
Estimate Approach Speed and Level of Service
For a complete analysis, select menu items 0 to 4 in turn.

Figure 4.15: Select Estimate Performance

In order to estimate the performance of the potential passing lane (average speeds, levels of service, delay and accident reductions), select "Estimate Performance" from the Module Selection menu.

This will invoke a module called **EstPass**, which will present you with a choice (see Figure 4.16), then with a small data form to fill in (see Figure 4.17).

Select Start Logging

This module (**EstPass**) has an optional printout that gives detailed intermediate results of the calculations. To obtain that printout, you must press the "F10" key, then select "Start Logging" from the Options Menu menu.

Respond with **pass-eg1.log** as the name of the log file.

Check Passing Opportunities

Module **EstPass** first checks the passing opportunities of the section as it is without a passing lane. It also checks to see if the passing opportunity criteria are met, displays this information on the screen, then asks you whether you wish to continue to analyze the site. See Figure 4.16 for an illustration of this.

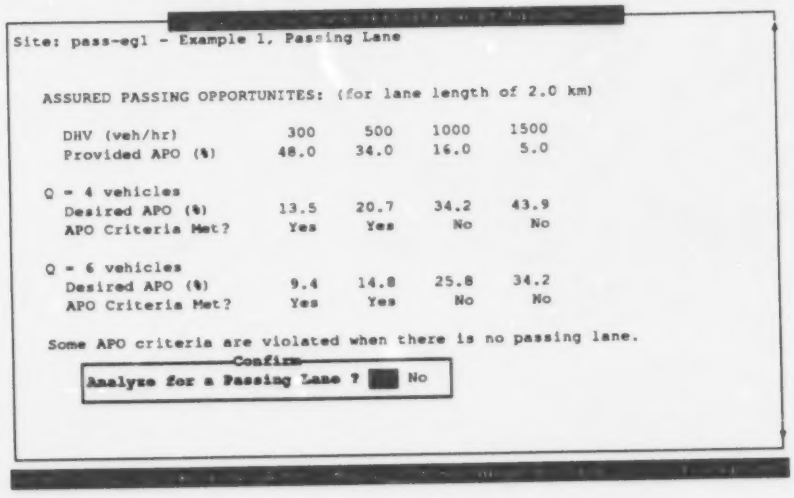
Site: pass-eg1 - Example 1, Passing Lane
ASSURED PASSING OPPORTUNITES: (for lane length of 2.0 km)
DHV (veh/hr) 300 500 1000 1500
Provided APO (%) 48.0 34.0 16.0 5.0
Q = 4 vehicles
Desired APO (%) 13.5 20.7 34.2 43.9
APO Criteria Met? Yes Yes No No
Q = 6 vehicles
Desired APO (%) 9.4 14.8 25.8 34.2
APO Criteria Met? Yes Yes No No
Some APO criteria are violated when there is no passing lane.
Confirm
Analyze for a Passing Lane ? No

Figure 4.16: Check Passing Opportunities

Specify Lane Length, Design Speed, Platoon Type

After you respond affirmatively to the above, you are presented with a screen as shown in Figure 4.17. Enter the lane lengths and design speed and platooning equations to use; in this case, use the defaults provided for each.

Normally, it is preferable to use an average of low and high platooning equations to calculate performance characteristics. In certain circumstances, you may wish to use the high platooning equations only.

Note that, as you are entering the lane length and effective distance, the bottom portion of the screen shows suggested values to use by two different methods – existing MTO procedures and procedures suggested by recent research.

After the form is filled out (i.e., after you have answered the last prompt), the results will be displayed and a menu will appear, much as shown in Figure 4.7.

You may select "View Results" from that Action Selection menu if you wish an unobstructed view of the results, as shown in Figure 4.18. Press "Enter" to bring back the Action Selection menu.

You may select "Print Results" to place a copy of the displayed results in a file for later printing. If you do, specify **pass-eg1.prn** as the name of the file.

```
Site: pass-eg1 - Example 1, Passing Lane

Passing Lane Length:   2000 m
Effective Distance:    8000 m
Design Speed:  100 km/h
Average/High Platooning ?  High

  SUGGESTED EFFECTIVE DISTANCES, m:

  Values from existing MTO procedures (for lane length of 2000 m):
    DHV (veh/hr)        300     500     1000     1500
    Q =   4           14800    9700     5800     4600
    Q =   6           21200   13500     7800     5800

  New suggested values (see Section 7.2 of Report):
    Anticipated DHV     Length of Lane       Effective Distance (also
    15 year horizon     (including tapers)   called Lane Frequency, LF)
    ---------------     ------------------   --------------------------
    500 - 700 veh/h     1000 m - 1600 m                 13000 m
    800 - 1000 veh/h          2000 m                    10000 m
    Over 1000 veh/h           2000 m                     8000 m
```

Figure 4.17: Estimation of Performance, Input

```
Design Speed:  100 km/h
Average/High Platooning ? Average


SUMMARY OF RESULTS:
  DHV                                300     500     1000     1500    veh/h
  AADT                              1724    2874     5747     8621    veh/day
  % Time Delay, No Lane             31.5    39.0     57.9     76.8    %
  Level of Service, No Lane            B       B        C        E
  % Time Delay, With Lane           26.5    34.4     54.4     74.3    %
  Level of Service, With Lane          A       B        C        D

  Average Speed, No Lane            93.4    91.3     86.1     80.9    km/h
  Level of Service, No Lane            A       B        C        D
  Average Speed, With Lane          94.4    92.5     87.7     82.8    km/h
  Level of Service, With Lane          A       B        C        D

  Delay reduction                    591    1173     3439     7184    veh-hrs/yr
  Accident reduction                1.15    2.19     5.73    10.64    acc./yr

NOTES:
  - used average of low and high platooning equations.
```

Figure 4.18: Estimation of Performance, Results

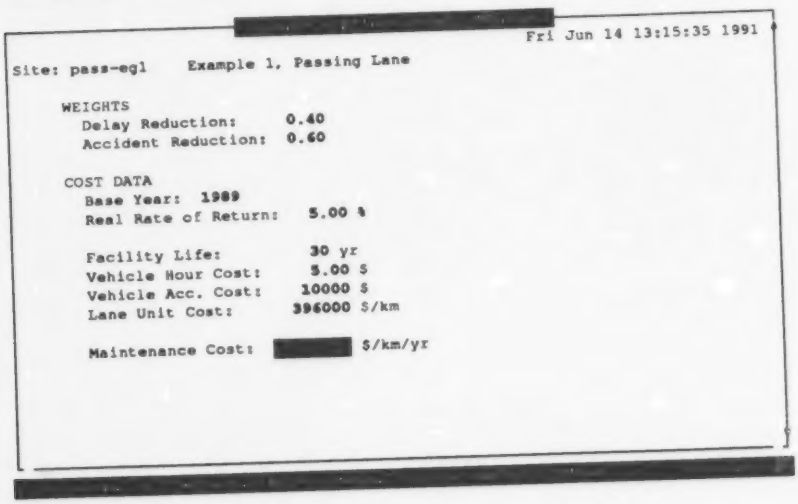

Figure 4.19: Effectiveness Measures – Initial Form

Save Data and Exit

Select "Quit" from the Action Selection menu in order to return to the main PCL menu. Before the **EstPass** module quits, it will ask you if you wish to save the results of the analysis. Answer "Yes" and specify **pass-eg1.rtc** (the default) as the file in which to save those results.

Note that you "print" results for your later perusal, but you must "Save" results for use by other modules.

Select Effectiveness Measures

In order to compute and display the various effectiveness measures, including a cost-benefit analysis and other economic data, select "Effectiveness Measures" from the main PCL Module Selection menu.

This will invoke the last module, **EffMeas**, which will present a form for you to fill out. That form will specify various economic parameters, as shown in Figure 4.19.

Accept the defaults for all values in that form. When the last form field is filled in, as it is about to be in the figure, the effectiveness measures will be computed and displayed.

Then an Action Selection menu will be displayed, from which you can choose to plot some of the results, or some other action.

```
     Maintenance Cost:          0 $/km/yr

SINGLE EFFECTIVENESS MEASURES:  (Effective Distance = 8.00 km)
   DHV                  300      500      1000     1500   veh/hr
   AADT                1724     2874      5747     8621   veh/day
   Delay Red.           5.6      6.7       9.8     13.7   min/100 veh
   Acc. Red.           0.23     0.26      0.34     0.42   acc/M veh-km

MULTIPLE EFFECTIVENESS MEASURES:
   DHV                  300      500      1000     1500   veh/hr
   Delay Red.         0.082    0.163     0.479    1.000   relative
   Acc. Red.          0.108    0.206     0.539    1.000   relative
   Weighted Eff.      0.098    0.189     0.515    1.000

COSTS OF ADDING PASSING LANE:
   Lane Length = 2.00 km     Roadway Length = 8.00 km
   Lane Construction Cost = 396000 $/km
   Lane Maintenance Cost = 0 $/km/yr

   Total Lane Construction Cost =      792000 $ =       26400 $/yr
```

Figure 4.20: Effectiveness Measures – Results

Select View Results

As the effectiveness measures results are too large to fit in one screenful, you must select "View Results" from the Action Selection menu of **EffMeas**.

This allows you to use the keypad keys to scroll the window in order to see all of the data. Figure 4.20 shows this, with the initial form scrolled partially off the screen to the top.

Pressing "Esc" or "Enter" will restore the Action Selection menu.

Select Quit

Select "Quit" from the Action Selection menu in order to return back to the main PCL menu. Before **EffMeas** quits, it will ask you if you wish to print the results.

Answer "Yes" to save the displayed results in a file for later printing, and specify **pass-eg1.prn** as the name of the print file.

Print Log Files

Issue the DOS commands:

```
PRINT  PASS-EG1.LOG
PRINT  PASS-EG1.PRN
```

in order to print the files that were saved in the above procedures.

4.2.2 Results, Example 2

The file **pass-eg1.log** contains the optional log of the intermediate results of the performance estimations:

```
#########################################################################
# Program:  PCL  (Ministry of Transportation, Province of Ontario)      #
# Version:  2.03                          Release Date:  14 June 1991   #
#########################################################################

PASSING LANE PERFORMANCE ESTIMATE       Fri Jun 14 13:14:28 1991
=================================

Site: pass-eg1      Description: Example 1, Passing Lane


  Lane Length: 2000 m,   Effective Dist: 8000 m
  Highway Design Speed:      100 km/h
  Max. Vehicle Speed:         90 km/h
  Platooning Eqns. Used: Average
  Passing Allowed:       Yes
  Percent No Passing Zones:   0
  Percent Advancing:         50.0
  Percent Trucks:            10.0
  Percent RVs:               10.0
  DHV is                     17.4 % of AADT

     DHV  PHF  VPH
     ---  ---  ---
     300 1.00  300
     500 1.00  500
    1000 1.00 1000
    1500 1.00 1500

% Platooning WITHOUT Passing Lane

DHV                          300     500     1000     1500  veh/h
AADT                        1724    2874     5747     8621  veh/day
Low Plat. Eqn.             28.33   35.97    55.05    74.14  %
High Plat. Eqn.            34.63   42.09    60.74    79.39  %
Average                    31.48   39.03    57.90    76.77  %
Level of Serv.                B       B        C        E
```

% Platooning WITH Passing Lane

DHV	300	500	1000	1500	veh/h
AADT	1724	2874	5747	8621	veh/day
Low Plat. Eqn.	25.26	33.28	53.33	73.38	%
High Plat. Eqn.	27.68	35.59	55.39	75.18	%
Average	26.47	34.44	54.36	74.28	%
Level of Serv.	A	B	C	D	

Average Speed WITHOUT Passing Lane

DHV	300	500	1000	1500	veh/h
AADT	1724	2874	5747	8621	veh/day
Low Plat. Eqn.	94.71	92.56	87.18	81.80	km/h
High Plat. Eqn.	92.05	90.05	85.05	80.05	km/h
Average	93.38	91.30	86.11	80.93	km/h
Level of Serv.	A	B	C	D	

Average Speed WITH Passing Lane

DHV	300	500	1000	1500	veh/h
AADT	1724	2874	5747	8621	veh/day
Low Plat. Eqn.	95.42	93.45	88.54	83.62	km/h
High Plat. Eqn.	93.41	91.52	86.78	82.05	km/h
Average	94.41	92.48	87.66	82.84	km/h
Level of Serv.	A	B	C	D	

Change in Travel Times

DHV	300	500	1000	1500	veh/h
AADT	1724	2874	5747	8621	veh/day
Travel Time, No Lane	53914	91900	194875	311057	veh-hrs/yr
Travel Time, With Lane	53323	90726	191436	303873	veh-hrs/yr
Delay Reduction	591	1173	3439	7184	veh-hrs/yr

Change in Accident Involvement

DHV	300	500	1000	1500	veh/h
AADT	1724	2874	5747	8621	veh/day
Speed red., No Lane	1.03	1.18	1.55	1.91	km/h
Accidents, No Lane	7.82	13.30	27.96	43.97	acc/yr
Accidents, With Lane	6.67	11.11	22.23	33.34	acc/yr
Acc. Reduct.	1.15	2.19	5.73	10.64	acc/yr

The file **pass-eg1.prn** contains both the final results of the performance analysis, as well as those for the effectiveness measures:

```
#########################################################################
# Program:  PCL  (Ministry of Transportation, Province of Ontario)      #
# Version:  2.03                          Release Date:  14 June 1991   #
#########################################################################

Site: pass-eg1 - Example 1, Passing Lane

                                                    Fri Jun 14 13:14:28 1991
 Passing Lane Length:    2000 m
 Effective Distance:     8000 m
 Design Speed:  100 km/h
 Average/High Platooning ? Average


SUMMARY OF RESULTS:
  DHV                              300   500   1000   1500   veh/h
  AADT                            1724  2874   5747   8621   veh/day
  % Time Delay, No Lane           31.5  39.0   57.9   76.8   %
  Level of Service, No Lane          B     B      C      E
  % Time Delay, With Lane         26.5  34.4   54.4   74.3   %
  Level of Service, With Lane        A     B      C      D

  Average Speed, No Lane          93.4  91.3   86.1   80.9   km/h
  Level of Service, No Lane          A     B      C      D
  Average Speed, With Lane        94.4  92.5   87.7   82.8   km/h
  Level of Service, With Lane        A     B      C      D

  Delay reduction                  591  1173   3439   7184   veh-hrs/yr
  Accident reduction              1.15  2.19   5.73  10.64   acc./yr

NOTES:
   - used average of low and high platooning equations.


#########################################################################
# Program:  PCL  (Ministry of Transportation, Province of Ontario)      #
# Version:  2.03                          Release Date:  14 June 1991   #
#########################################################################

                                                    Fri Jun 14 13:15:35 1991
Site: pass-eg1    Example 1, Passing Lane

    WEIGHTS
      Delay Reduction:     0.40
      Accident Reduction:  0.60
```

COST DATA

Base Year:	1989
Real Rate of Return:	5.00 %
Facility Life:	30 yr
Vehicle Hour Cost:	5.00 $
Vehicle Acc. Cost:	10000 $
Lane Unit Cost:	396000 $/km
Maintenance Cost:	0 $/km/yr

SINGLE EFFECTIVENESS MEASURES: (Effective Distance = 8.00 km)

DHV	300	500	1000	1500	veh/hr
AADT	1724	2874	5747	8621	veh/day
Delay Red.	5.6	6.7	9.8	13.7	min/100 veh
Acc. Red.	0.23	0.26	0.34	0.42	acc/M veh-km

MULTIPLE EFFECTIVENESS MEASURES:

DHV	300	500	1000	1500	veh/hr
Delay Red.	0.082	0.163	0.479	1.000	relative
Acc. Red.	0.108	0.206	0.539	1.000	relative
Weighted Eff.	0.098	0.189	0.515	1.000	

COSTS OF ADDING PASSING LANE:

Lane Length = 2.00 km Roadway Length = 8.00 km
Lane Construction Cost = 396000 $/km
Lane Maintenance Cost = 0 $/km/yr

Total Lane Construction Cost =	792000 $ =	26400 $/yr
Total Lane Maintenance Cost	=	0 $/yr
TOTAL LANE COST	=	26400 $/yr

BENEFITS FROM ADDING PASSING LANE:

DHV	300	500	1000	1500	veh/hr
Delay Red.	590.6	1173.3	3438.9	7183.8	hr/yr
Acc. Red.	1.15	2.19	5.73	10.64	acc/yr

Without discounting of benefits:

DR Benefits	2953	5866	17195	35919	1989$/yr
AR Benefits	11500	21880	57330	106360	1989$/yr
Total Benefits	14453	27746	74525	142279	1989$/yr
Net Benefits	-11947	1346	48125	115879	1989$/yr

With discounting of benefits using a 5.00% real rate of return:					
DR Benefits	1513	3006	8811	18405	1989$/yr
AR Benefits	5893	11212	29377	54500	1989$/yr
Total Benefits	7406	14218	38188	72906	1989$/yr
Net Benefits	-18994	-12182	11788	46506	1989$/yr
COST-EFFECTIVENESS VALUES:					
DHV	300	500	1000	1500	veh/hr
AADT	1724	2874	5747	8621	veh/day
Annual Cost	26400	26400	26400	26400	1989$/yr
Cost	4.20	2.52	1.26	0.84	1989$/100 veh
Cost	0.52	0.31	0.16	0.10	1989$/100 veh-km
Effectiveness: Single Measures					
Delay Red.	591	1173	3439	7184	hr/yr
Delay Red.	5.63	6.71	9.84	13.70	min/100 veh
hr/$	0.02	0.04	0.13	0.27	veh-hr/1989$
$/hr	44.70	22.50	7.68	3.67	1989$/veh-hr
Acc. Red.	1.1	2.2	5.7	10.6	acc/yr
Acc. Red.	0.23	0.26	0.34	0.42	acc/M veh-km
acc red/$M	43.56	82.88	217.16	402.88	acc red/M1989$
$cost/acc red	22957	12066	4605	2482	1989$/acc red
Weighted Eff.	0.098	0.189	0.515	1.000	

Of course, various plots can be produced just as they were for the climbing lane case of the previous example.

5 Known Bugs and Restrictions

This chapter outlines a few of the more important deficiencies that are known to exist in the current version (2.03) of PCL and its documentation (this User's Manual).

5.1 Program Bugs and Restrictions

1. The Highway Capacity Manual (HCM) suggests values for v/c ratios for the approach and for the upgrade section to use in climbing lane analysis. These values are slightly anomalous, in that as traffic flows increase from 250 to 900 vehicles per hour, the difference between approach speed and upgrade speed *decreases*. This can lead to an apparent decrease in the delay reduction, per vehicle, with higher volumes when a climbing lane is added.

2. Printing of results is sometimes awkward, what with "log files" (for intermediate result logging) and "print results" versus "save results" menu items, etc. The latter names are confusing.

3. The on-line help screens do not do a very good job of describing the *basics* of forms, menus, Alt-G key, etc. They are probably OK on the details, when you know what you are looking for.

5.2 Documentation Deficiencies

1. Chapters 6 of this manual and onwards (the on-line help database) are still poorly organized for reading.

2. The modules have to be run in sequence, but very little suggests in any of the documentation.

Part II

Reference Guide

6 Input Conventions

6.1 Introduction

There are basically three methods of providing input to PCL: selecting from menus, filling in data entry forms on the screen, and responding to "prompters". A menu is used to select one of a limited number of choices, and is used, for example, to select program options and to select a single file from a number of candidate files.

A data entry form consists of a number of fields, each of which requires and accepts a single value. Some fields may require numeric input (integer or floating point), while others may require a selection from a menu. When a value has been given for a field, the cursor automatically moves to the next field in the sequence.

A prompter is a small, one-line window that is "popped" up on the screen for the purpose of soliciting a single response, after which the window is deleted from the screen. As for form fields, some prompters require numeric values, some require arbitrary text, and some require a selection from a menu. In prompters of the latter type, the possible choices are displayed when the prompter is displayed.

When providing input, the "ESC" key:

1. exits a menu without making a selection.
2. leaves a form field unchanged.
3. exits a prompter without providing a value.
4. deletes help window from screen.

When providing input, the "Enter" key:

1. selects the currently highlighted menu selection.
2. signals that the form field entry has been completed.

3. signals that the prompter value has been entered.

For all types of input, extensive on-line help is available. Four types of help are available at almost all times:

Help Key Alt-H invokes the introductory help system. It is intended to present brief overviews and general concepts.

Explain Key F1 always display a help window describing the data input or response that is expected, and does so in terms of the application (i.e., what it will mean to select a certain value).

Keys Key Alt-F1 always displays a detailed list of the various keystrokes taht are applicable in any context.

About Key Ctrl-F1 displays general information about the current module.

Options Menu Key F10 pops up a menu that allows you to perform some common operations, such as exiting the program or escaping to a DOS shell.

The status line at the bottom of the screen indicates these help keys.

File menus display menus of files matching wildcard names. You can browse around, looking for files, changing directories, etc. See Figure 6.1, for example. In file menus, names of directories end in backslash.

If there are too many matching files to fit within the window, the file menu becomes a scrolling menu (indicated by the presence of up and down arrows (↑ and ↓) on the right border of the menu. Figure 6.1 shows this case.

6.2 Introductory Help System

The introductory help system is available at any time through use of the "Alt-H" key. An offer to display it is also made when "PCL" starts executing (unless the Help-Level is set to "Expert").

Because much help is available at any time simply by pressing one of four special keys, and because the status line (the bottom line on the screen) constantly reminds you of which keys can be pressed to get that help, the introductory help system serves mainly to present some important introductory concepts that may not be obvious to first time users.

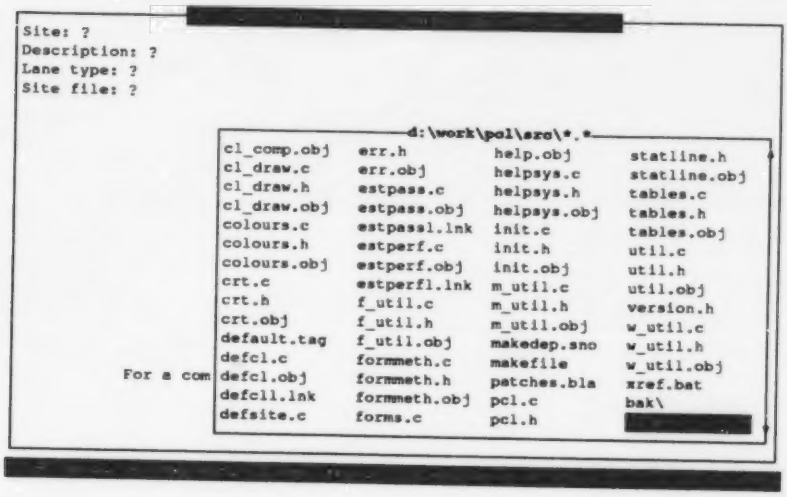

Figure 6.1: Scrolling File Menu

6.2.1 Help Window Concepts

This help window presents some important introductory concepts for new users of PCL.

Press the "Enter" or "Esc" keys to erase help windows, such as this one, from the screen; this allows you to return to what you were doing before they were displayed.

Press the "PgUp" or "PgDn" keys to scroll the text within help windows; small arrows appearing in the right border of the window indicate when this is necessary, as they do for this window.

Press "PgDn" now to see more of this help message.

When this help window is deleted, you will be presented with a menu of other help information that can be displayed. Directions near the top of the screen will tell you how to display different help messages. If you are a new PCL user, you should particularly read the "Concepts and Introduction" and "Status Line" sections.

Remember that "Alt-H" pressed at any time will also start this same help system, so you can redisplay it at any time.

Figure 6.2 shows the main menu for the introductory help system. The following sections detail the effect of selecting each of the menu items.

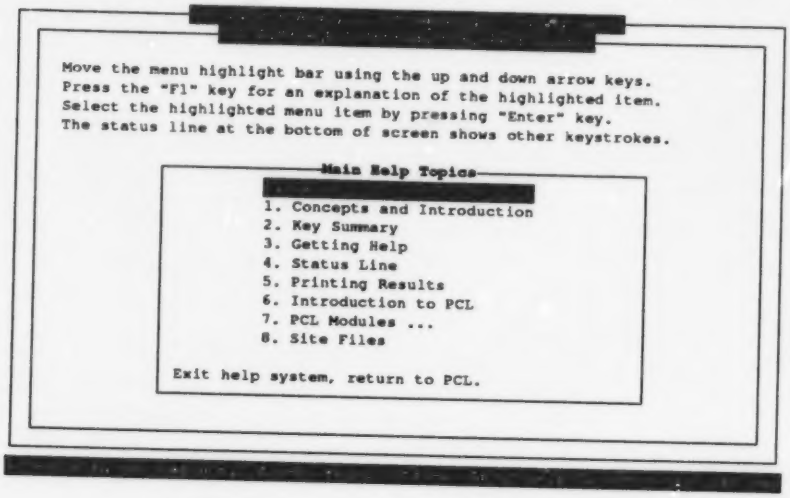
Move the menu highlight bar using the up and down arrow keys.
Press the "F1" key for an explanation of the highlighted item.
Select the highlighted menu item by pressing "Enter" key.
The status line at the bottom of screen shows other keystrokes.
Main Help Topics
1. Concepts and Introduction
2. Key Summary
3. Getting Help
4. Status Line
5. Printing Results
6. Introduction to PCL
7. PCL Modules ...
8. Site Files
Exit help system, return to PCL.

Figure 6.2: Introductory Help, Main Menu

6.2.2 Exit

Selecting this menu item will remove the help windows and system from the screen, and will return you to the PCL program.

6.2.3 Concepts and Introduction

Selecting this menu item will display a help window explaining a few of the more important concepts regarding preparation of input and controlling the various program modules.

6.2.4 Key Summary

Selecting this menu item will display a help window showing a few common special function keys (i.e., "hot keys") and their meanings in different contexts.

6.2.5 Getting Help

Selecting this menu item will display a help window that explains how you can get help for various items at any time. It explains the four help keys, and more.

6.2.6 Status Line

Selecting this menu item will display a help window explaining the contents of the status line (the bottom line of the screen).

6.2.7 Introduction to PCL

Selecting this menu item will display a help window presenting a few of the more important concepts of the application handled by PCL - namely determining the effectiveness of passing and/or climbing lanes on two lane rural highways.

6.2.8 Printing Results

Selecting this menu item will display a help window explaining how to get various types of hardcopy printout.

6.2.9 PCL Modules

Selecting this menu item will display a second menu from which you can select application–level help for each of the various modules.

6.2.10 Site File

Selecting this menu item will display a help window explaining the concept of site files. These are the files that maintain relevant site data over a period of time.

6.2.11 Exit

Selecting this item will remove the modules menu and will return you to the main menu of the introductory help menu.

6.2.12 Menu Item

Selecting this menu item will display a help window giving a brief overview of the corresponding PCL module.

6.2.13 Concepts and Introduction

PCL is screen-oriented and menu driven. All user input is supplied by filling in data forms and making choices from menus. A data form is simply a collection of fields arranged on the screen. A field may require an integer,

or a real number, a string or a choice from a limited number of possibilites. The first three of these require you to type characters; the latter requires you to make a choice from a menu. When you are currently at a field that requires typed input, the field is displayed in a different colour. When you are at a field that requires a choice, a menu of the possible choices is displayed.

Pressing the "Enter" key signals that you are finished typing in the field, or that you wish to select the currently high-lighted menu item.

When filling in a form, pressing the "Enter" key will store the currently displayed value and will move you to the next field. "Tab" will also move you to the next field, and "Shift-Tab" will move you to the previous one.

At any field, the "Esc" key will move you to the next field without changing the value of the current one. In a menu, it causes the menu to be exited without making a selection. The "Esc" key is always used to signal that you do not wish to make a choice or to change anything.

At any numeric field of a form, the "Alt-L" key will display the numeric limits imposed on the value, if any. The limits will be displayed in the status line, differentiated as to "normal", "soft", or "hard" limits. These are types of limits in order of increasing firmness.

At any field, the "Alt-G" key (meaning "Go") will store the currently displayed value, and will signal that you do not want to enter any more form values. The form will be exited, and the program will continue with the next step.

To select an item from a menu, you use the four arrow keys to move the highlight bar to the desired item, then press "Enter" to select that item. In most menus, you may also type the first letter of the item to move the highlight bar to that item.

Extensive help of different types is available at all times; see the section "Getting Help" for more information.

6.2.14 Key Summary

The following is a summary of the more commonly used special keys when filling in forms or selecting from menus:

Enter	– accept current value or menu item.
Esc	– do not change value nor select item.
Tab	– accept value, move to next field.
Down	– accept value, move to next field.
Shift-Tab	– accept value, move to previous field.
Up	– accept value, move to previous field.
Alt-G	– (Go) accept value, exit form input.

Alt-X – exit program.
Alt-L – show limits for number fields (forms only).

6.2.15 Getting Help

Four special keys are defined so as to provided different types of help at any time:

"**Alt-H**" (Help). The "Alt-H" key will invoke the introductory help system, with which you can browse around for specific topics.

"**F1**" (Explain). The "F1" key will display a help message explaining what input is required at any time. The message is sensitive to the current location of the cursor.

"**Alt-F1**" (Keys). The "Alt-F1" key will display a help message detailing exactly what keys can be pressed for the current input request, and what those keys will do.

"**Ctrl-F1**" (About ..). The "Ctrl-F1" key will display a help message giving a general overview of the current module.

In addition, when filling out a numerical value in a form field, the "**Alt-L**" key will display the program-imposed limits to the numerical value, in the status line.

In addition, a "Options Menu" can be invoked at any time by pressing the "F10" key. That menu is used to select common options such as printing the screen, exiting the program, or setting the graphics device.

6.2.16 Status Line

The status line is the bottom line of the screen, and has two purposes: to remind you of various special keys and to display error messages.

The normal status line reminds you of the four help keys and of the menu key; it has the following information:

"**Alt-H=Help**" means that the "Alt-H" key will invoke the introductory help system, with which you can browse around for specific topics.

"**F1=Explain**" means that the "F1" key will display a help message explaining what input is required at any time. The message is sensitive to the current location of the cursor.

"**Alt-F1=Keys**" means that the "Alt-F1" key will display a help message detailing exactly what keys can be pressed for the current input request, and what those keys will do.

"**Ctrl-F1=About ...**" means that the "Ctrl-F1" key will display a help message giving a general overview of the current module.

"`F10=Options`" means that the "F10" key will pop-up a small "Options Menu" from which you can select common operations such as printing the screen, exiting the program, etc.

When help messages are being displayed, the status line changes to remind you how to scroll through the message, and how to remove it from the screen.

6.2.17 Introduction to PCL

Introduction to PCL. PCL is a program for computing the cost-effectiveness of passing and climbing lanes on two-lane rural highways. PCL could be pronounced as "pickle".

6.2.18 Printing Results

There are two ways to print the screen, both requiring use of the "F10" menu key. When that is done, you may select either "Print Window Contents" or "Dump Screen".

"Print Window Contents" saves a copy of the current window to a file (you are prompted for the name of the file). The file contains no special characters and so can be printed later using the DOS "PRINT" command.

"Dump Screen" saves a copy of the complete screen in a file. The screen is saved with attributes (i.e., colours) and can only be printed by a special program. No special programs are distributed with PCL, so you probably do not want to use this option.

Some modules will produce a long printout of intermediate result calculations, in a file of your choosing. Such modules are identified by having a "Start Logging" item in the "F10" menu. Select that item, then perform the calculations; intermediate results will be written to the file and you can print it later using the DOS "PRINT" command.

6.2.19 Site File

A site file is used to maintain all of the data pertaining to a particular site. As each module finishes its part of the computation, it adds more data to the site file, ready for use by the succeeding modules. This implies that modules must be run in the correct sequence.

The correct sequence is: 1) Define Roadway and Traffic Characteristics; 2) Define Lane Geometry; 3) Estimate Performance; and 4) Calculate Effectiveness Measures.

Each of these (except the last), adds data to the site file that is required by subsequent modules.

6.3 Special Keys

This section describes the various kinds of prompts, and the keys that can be used with those prompts.

The following function keys can be pressed at any time:

F1	– to display an explanation of the current data field or menu choice. This always displays specific information about the particular context.
Ctrl-F1	– to display more general information about the current module.
Alt-F1	– to detail exactly what kind of input is expected at any point and what some of the special function keys do.
Alt-H	– to invoke the introductory help system. This allows browsing through some general help screens.

6.3.1 Text Field

In a text field, an arbitrary string of characters is expected; there are almost no restrictions.

Special Keys:

Home	– move cursor to left of field.
End	– move cursor to right of field.
Ins	– toggle insert/overwrite mode (cursor changes).
Del	– delete character at cursor.
Enter	– accept value and move to next field.
Esc	– do not change current value, move to next field.
Backspace	– delete character before cursor.
Left, Right	– move cursor left or right.
Tab	– accept value, move to next field.
Shift-Tab	– accept value, move to previous field.
Ctrl-Home	– erase entire field.
Ctrl-Right	– erase field to the right.
Alt-U	– undo all changes to field.
Alt-G	– Go - accept field, exit form.

F1	– display help message about particular field value.
Ctrl-F1	– display general help message.
Alt-F1	– display this message.

6.3.2 Floating Point Field

A Floating point number is expected. That means an optional leading + or - sign, followed by one ore more digits and at most one decimal point. Examples of valid floating point numbers are:

+13 -12.77 63.4 .5 5.

Special Keys:

Home	– move cursor to left of field.
End	– move cursor to right of field.
Ins	– toggle insert/overwrite mode (cursor changes).
Del	– delete character at cursor.
Enter	– accept value and move to next field.
Esc	– do not change current value, move to next field.
Backspace	– delete character before cursor.
Left, Right	– move cursor left or right.
Tab	– accept value, move to next field.
Shift-Tab	– accept value, move to previous field.
Ctrl-Home	– erase entire field.
Ctrl-Right	– erase field to the right.
Alt-U	– undo all changes to field.
Alt-G	– Go - accept field, exit form.

F1	– display help message about particular field value.
Alt-L	– display the numerical limits in status line.
Ctrl-F1	– display general help message.
Alt-F1	– display this message.

6.3.3 Integer Field

An Integer number is expected. It may contain an optional leading + or - sign, followed by one or more digits and no decimal point (unless it is the last character). Examples of valid integers are:

13 -12 0 +45.

Special Keys:

Home	– move cursor to left of field.
End	– move cursor to right of field.
Ins	– toggle insert/overwrite mode (cursor changes).
Del	– delete character at cursor.
Enter	– accept value and move to next field.
Esc	– do not change current value, move to next field.
Backspace	– delete character before cursor.
Left, Right	– move cursor left or right.
Tab	– accept value, move to next field.
Shift-Tab	– accept value, move to previous field.
Ctrl-Home	– erase entire field.
Ctrl-Right	– erase field to the right.
Alt-U	– undo all changes to field.
Alt-G	– Go - accept field, exit form.
F1	– display help message about particular field value.
Alt-L	– display the numerical limits in status line.
Ctrl-F1	– display general help message.
Alt-F1	– display this message.

6.3.4 Choice Field

You must select one of a limited number of choices from a menu. Use the arrow keys (Left, Right, Up, Down) to highlight the item you wish to select, then press Enter to select that value.

Special Keys:

Left, Right	– move highlight bar to particular item.
Up, Down	– move highlight bar to particular item.
Enter	– accept the currently selected item.
Esc	– Exit menu without making a selection.
F1	– display help message about particular field value.
Ctrl-F1	– display general help message.
Alt-F1	– display this message.

6.3.5 Menu Choice

You must select one of a limited number of choices from a menu. Use the arrow keys (Left, Right, Up, Down) to highlight the item you wish to select, then press Enter to select that value.

Special Keys:

Left, Right	– move highlight bar to particular item.
Up, Down	– move highlight bar to particular item.
Enter	– accept the currently selected item.
Esc	– Exit menu without making a selection.
F1	– display help message about particular item.
Ctrl-F1	– display general help message.
Alt-F1	– display this message.

6.3.6 File Name Field

You must supply a valid OS file name. Names may contain a drive name, and directory names. The last component (the file name) may be wildcarded (i.e., contain "*" and "?" characters).

If the name is wildcarded, you will be presented with a menu of all existing files whose names match that wildcard. If the displayed filename is not wildcarded, pressing ESC may change the filename component to a wildcard, leaving the directory names and extension unchanged.

Special Keys:

Home	– move cursor to left of name.
End	– move cursor to right of name.
Ins	– toggle insert/overwrite mode (cursor changes).
Del	– delete character at cursor.
Enter	– accept currently displayed name.
Esc	– remove prompt without selecting a name. or change filename to a wildcard name.
Backspace	– delete character before cursor.
Left, Right	– move cursor left or right.
Ctrl-Home	– erase entire name.
Ctrl-Right	– erase field to the right.
F1	– display help message about particular file.
Ctrl-F1	– display general help message.
Alt-F1	– display this message.

6.3.7 File Menu Choice

You must select a file name from a menu of files. The file names shown are those in one directory that match the wild card name displayed as the menu title. Also shown are all sub-directories of the same directory - directories are shown at the end of the list and their names are followed by a "\" character.

Use the arrow keys (Left, Right, Up, Down) to highlight the item you wish to select, then press Enter to select that value.

Selecting a directory will display a menu of all matching files in that directory, allowing you to search for the correct file.

Typing ESC will return you to the file name prompt, at which time you may change drive, directories and/or file name.

Special Keys:

Left, Right	– move highlight bar to particular item.
Up, Down	– move highlight bar to particular item.
Enter	– accept the currently selected item.
Esc	– Exit menu without making a selection.
F1	– display help message about particular field value.
Ctrl-F1	– display general help message.
Alt-F1	– display this message.

6.3.8 Confirmation

You must answer "Yes" or "No" to the question asked.

Special Keys:

Left, Right	– move highlight bar to particular item.
Enter	– accept the currently selected item.
Esc	– Exit menu and answer "No".
F1	– display help message about particular field value.
Ctrl-F1	– display general help message.
Alt-F1	– display this message.

6.3.9 Prompter

You are expected to supply an arbitrary value here.

Special Keys:

Home	– move cursor to left of field.
End	– move cursor to right of field.
Ins	– toggle insert/overwrite mode (cursor changes).
Del	– delete character at cursor.
Enter	– accept currently displayed value.
Esc	– exit prompt without supplying a value.
Backspace	– delete character before cursor.
Left, Right	– move cursor left or right.
Ctrl-Home	– erase entire field.
Ctrl-Right	– erase field to the right.
F1	– display help message about particular value.
Ctrl-F1	– display general help message.
Alt-F1	– display this message.

6.3.10 Viewing a Window

You are currently viewing text that may be too large to display in its entirety in the current window on the screen (small arrows appearing in the right and/or bottom borders will indicate when this this the case). You may scroll the text in any direction to view other parts of it when this happens.

Special help keys, such as "Alt-H", "F1" and the "F10" menu key still work and perform their normal functions. For example, you may select "Print Window Contents" from the "F10" menu to save the contents of this window, in its entirety, to a file for later printing.

Special Keys:

ESC	– stop viewing the window.
Enter	– stop viewing the window.
PgUp, PgDn	– scroll vertically, quickly.
Up, Down	– scroll vertically, slowly.
Ctrl-Left,	
Ctrl-Right	– scroll horizontally, quickly.
Left, Right	– scroll horizontally, slowly.
Home	– view beginning of text.
End	– view end of text.
Alt-H	– display introductory help system.
F1	– explain current program prompt or state.
Alt-F1	– describe special keys (this message).

Ctrl-F1	– display overview of program.
F10	– display options menu, for printing, etc.

6.4 Options Menu

This menu allows you to select various options at any time. You may dump the screen to a file, temporarily escape to DOS, or exit the program alltogether.

6.4.1 Print Window Contents

The text in the current window will be copied to a file of your choosing. That file will contain no screen attributes nor any window borders, so that it can be printed as an ordinary text file. Even if there is more text than can be displayed on the screen at any one time (i.e., even if the window is scrollable), all of the text, both visible and invisible, will be copied to the file.

6.4.2 Dump Screen

A copy of the entire screen will be saved, with attributes, to the indicated file. It can be printed later with a special program such as sd2ps (for printing on Postscript devices).

Note that the screen attributes (colours) and special characters (such as window borders) are included, so the file cannot be printed without special utilities.

6.4.3 Quit

Exit from program.

6.4.4 DOS Shell

The DOS Shell selection allows you to temporarily suspend the program and escape to a DOS Shell. Typing "EXIT" at the DOS prompt will return you to the program. Remember that while you are in the DOS Shell, this program is still resident and consuming memory, which may restrict the other programs that may be run.

6.4.5 Start Logging

Not all modules have this item on the Options Menu. Only those modules that can produce intermediate results logs have this item.

Choosing this item turns logging off if it is on, and on if it is off. Logging means the logging of intermediate results to a file of your choosing. That file may be printed later.

6.4.6 Set Graphics Device

Not all modules have this item on the Options Menu. Only those modules that can produce graphics displays or plots have this item.

Select this option to change the device on which the plots will be drawn. By default, plots and graphs appear on the screen of the CRT. You can select other devices, such as a Postscript file.

After changing the graphics device, re-issue the appropriate plot command in order to have the change take effect.

See Figures 2.4 and ?? for examples of selecting this menu item.

7 PCL - System Control

7.1 PCL - Site/Analysis Selection

This is the main controlling module of the program to evaluate the cost-effectiveness of passing and climbing lanes. Here you select the site you wish to analyze, and the analysis module you wish to run.

You select a site by selecting an existing "site file", or by starting a new site file, for a new site, and defining the site roadway and traffic characteristics.

A complete analysis of any particular site involves describing the site (roadway and traffic characteristics), and performing several different types of analysis, in a set order. If you attempt to run the various modules out of order, (for instance, attempting to calculate the climbing lane parameters before describing the site), you will be requested to run the required prerequisite modules.

Introductory Help

7.1.1 Display Introductory Help

Unless the configuration file variable Help-Level is set to Expert or the command line option "-he" is given, when PCL starts running the user is immediately asked whether the introductory help system should be displayed. Figure 7.1 shows this initial prompt.

To erase this help message (and to allow you to answer the question), press the "Enter" or "Esc" keys.

Answer "YES" to the question if you are inexperienced at running PCL and you wish to view the introductory help system. Answer "NO" if you do not wish to see the introductory help.

To answer "YES", type a "Y", or use the left and right arrow keys to highlight the "Yes" response, then press the "Enter" key.

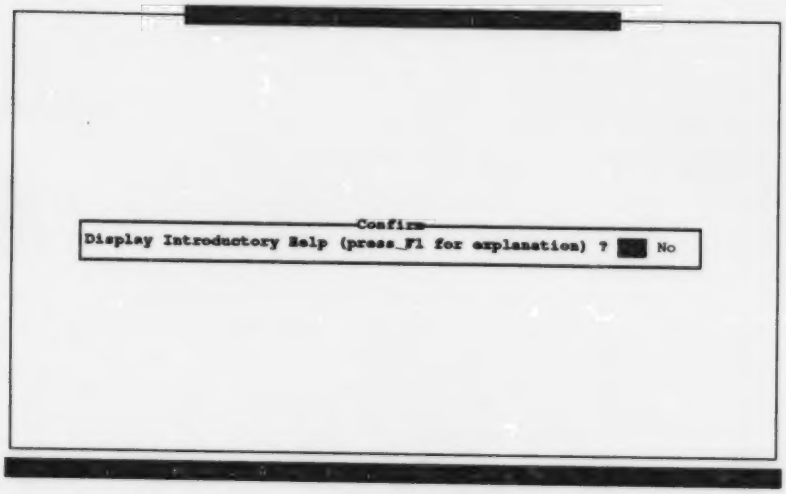

Figure 7.1: Introductory Help System, Initial Prompt

To answer "NO", type an "N" or use the left and right arrow keys to highlight the "No" response, then press "Enter".

Module Selection

Figure 7.2 shows the main menu for PCL. The figure shows that no site has been selected yet, and that menu item 0 (Site/File Operations) is about to be selected.

The following sections describe the effect of selecting each of the menu items:

7.1.2 Exit

Choose this option when you are finished with the various analysis modules and wish to end the session. You will be returned to the OS prompt.

7.1.3 Site/File Operations

The site and file operations menu allows you to choose an existing site file to work on, or to start work on a new site. You may also perform other file operations, and can temporarily escape to DOS and return.

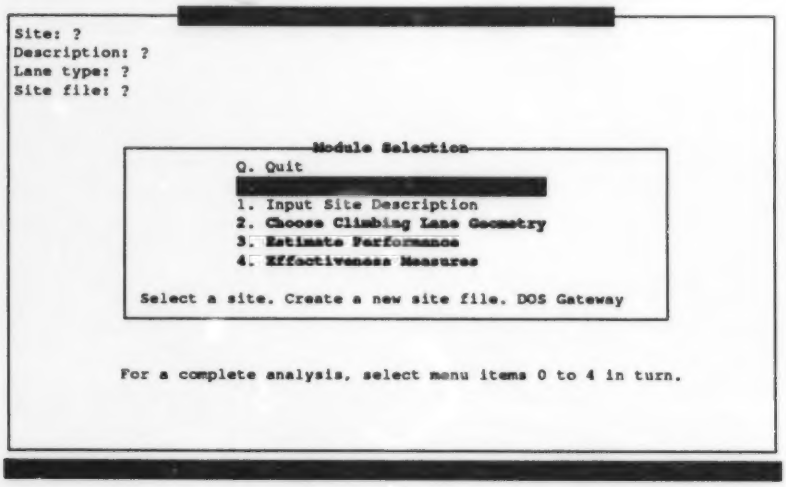
Site: ?
Description: ?
Lane type: ?
Site file: ?
Module Selection
Q. Quit
1. Input Site Description
2. Choose Climbing Lane Geometry
3. Estimate Performance
4. Effectiveness Measures
Select a site. Create a new site file. DOS Gateway
For a complete analysis, select menu items 0 to 4 in turn.

Figure 7.2: PCL Main Menu

7.1.4 Input Site Description

Choose this option to enter or edit the site roadway and traffic characteristics. If you choose this option, you will be presented with a data form to fill in. That form will describe the roadway characteristics (grade, passing allowances, etc.) and the traffic characteristics (DHV, % trucks, etc.).

You may choose to revise an already existing site description, or to define a new one. You can define a new site by making changes to an existing one, and saving the data under a new name.

7.1.5 Choose Climbing Lane Geometry

This module allows you to specify the parameters of the climbing lane, or to have those parameters computed by a modelling program. If you have them computed, you may revise the parameters manually before continuing.

This module will also display a plot of the site grade profile, truck speeds and climbing lane location versus distance along the roadway.

7.1.6 Estimate Performance

This module computes the average speeds and levels of service (LOS) for the section with and without passing or climbing lanes. It also computes

reduction in delays and accident involvements due to the addition of a passing or climbing lane.

7.1.7 Effectiveness Measures

This module computes the effectiveness measures and the benefits to be obtained when a passing or climbing lane is added. It computes lane costs, performs a cost-benefit analysis to help you determine economic feasibility.

7.2 File Operations

The file operations menu allows you to choose an existing site file to work on, or to start work on a new problem.

The data for a particular site are maintained in a "site file". Any analysis work requires identification of a particular site file. The site file name is usually derived from site ID.

If you wish to choose an existing site, you will be prompted for the name of a "site file". If the name you supply has a "wildcard" character in it (as does the default name), you will then be presented with a menu of all exisiting site files. The file menu will allow you to browse around, looking for the file you want.

If you start a new site, you will be expected to provide a site identifier and short description, and then to describe the site characteristics.

7.2.1 Exit

Choose this option to end the file operations menu and return to the main menu. If you have not selected a site file to work on, you will be required to do so, later, when necessary.

7.2.2 Open Site

Choose this option to open an existing site file. This will allow you to make modifications to it, and to continue with some further analysis.

You will be asked to supply the name of the site file to work on, and you may be presented with a menu of existing site files to choose from (if the name has wildcard characters in it).

7.2.3 New Site

Choose this option to start a new site analysis. You will be prompted for a site identifier, a short description of the site, and the name of a site file

in which to store the data.

7.2.4 Site File

Specify the name of a site file (which is usually the site ID with an ".rtc" extension).

7.2.5 Site ID

Specify a site identification. This should be 8 characters or fewer, and should be a legal DOS filename, without the ".".

7.2.6 Site Description

Specify an arbitrary text here - it is used simply to describe the site a bit better than does the Site ID.

7.2.7 DOS Shell

The DOS Shell selection allows you to temporarily suspend the program and escape to a DOS Shell. Typing "EXIT" at the DOS prompt will return you to the program. Remember that while you are in the DOS Shell, this program is still resident and consuming memory, which may restrict the other programs that may be run.

7.3 Graphics System

Some of the modules in PCL will produce graphs on request. For example, module "Define Climbing Lane" can plot elevation and truck speed against distance. Module "Effectiveness Measures" can plot various effectiveness measures as a function of traffic volume.

By default, all graphs will appear on the screen of the CRT. The graphics system used by PCL has a limited capability to draw the graphs on different kinds of devices.

In all modules that produce graphs, the user may select an item from the "F10" options menu in order to change the device on which to produce the plots.

In other words, press "F10", then select the "Set Graphics Device" menu item. You will be prompted for further selections.

7.3.1 Graphics Device

Select one of the choices from the menu of supported graphics devices.

The following are the various choices available.

7.3.2 Screen (BGI)

Select this item if you wish the graphs to be displayed on the screen. This graphics mode uses the Borland Graphics Interface (BGI) functions, and so works properly on most types of graphics hardware.

7.3.3 Postscript File

If you select this device, all further requests for plots will result in the appropriate Postscript commands being written to a file (you will be prompted later for the name of that file).

The resulting Postscript file can then be printed on a Postscript printer; see your local system administrator for instructions on how to do this.

7.3.4 Output Postscript File

You have specified that graphs are to be drawn by writing Postscript commands to a file. Please supply the name of an appropriate file. If the file already exists, the new Postscript commands will be appended to the end.

8 Defining the Site Characteristics

8.1 Roadway and Traffic Characteristics

Figure 8.1 shows a typical screen for this module.

This module allows you to describe the roadway and traffic characteristics for the particular site you are investigating.

In addition to specifying the particulars about the grades at the site, you must specify at least one set of traffic characteristics. You may specify more than one set of traffic characteristics in order to perform a sensitivity analysis.

The following keys are important when reading help messages:

Enter or Esc – erases help message from screen.
PgUp, PgDn – scrolls long help messages.

The following keys are important when entering data in a field:

F1	– displays help about that particular field.
Enter	– finish current field and move to next.
Ins	– toggles insert/overwrite mode.
Home	– move to beginning of field.
End	– move to end of field.
Del	– deletes character under the cursor.

Input and Output Files

The following prompts are issued in order to get the name of input and/or output files. When this module is run stand-alone (i.e., is not run as a

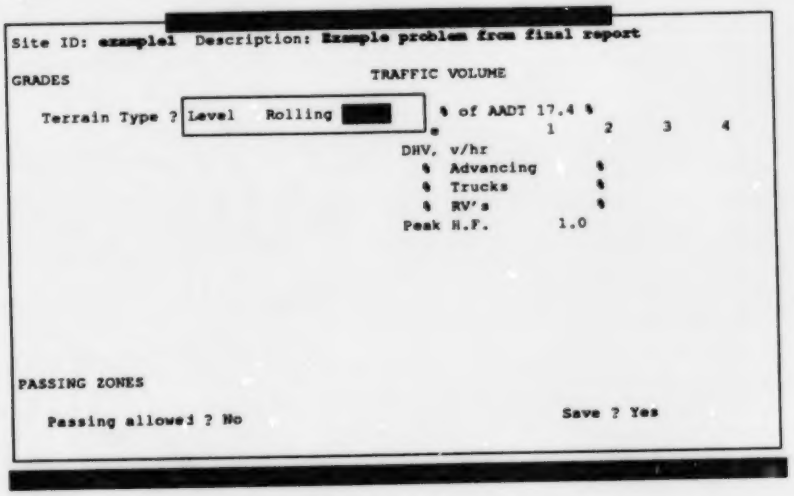

Figure 8.1: Roadway and Traffic Characteristics Form

submodule of PCL), it prompts for an input file. When results are to be saved, it prompts for an output file.

8.1.1 Input File

Select the name of a file you wish to use for input to describe the roadway and traffic characteristics. File names are usually derived from the Site ID, but you may specify any name you wish.

8.1.2 Output File

Supply the name of a file in which to store the roadway and site characteristics. This file will become the "site file" for the current site.

The file name is usually the site ID with the extension ".rtc" added to make a legal DOS filename, but the file name can be anything you want, as long as it is a legal file name.

If the name you supply has wildcard characters in it, then you will be presented with a menu of matching files to choose from.

If you choose an existing file, you will be asked to confirm if you really want to overwrite it.

Input Data

The following describe all of the input data that can be supplied in this module in order to fully describe a potential passing or climbing lane site.

8.1.3 Site ID

The SiteID field is used to uniquely identify one particular analysis. The ID must be a legal MS-DOS filename, without the extension; that is it should start with a letter and must not contain a "." (dot) character.

8.1.4 Description

The Description field can contain any character, and is used only to provide additional identification on all output. It is an arbitrary comment, and is not interpreted by the system in any way.

8.1.5 Terrain Type

The terrain type indicates the type of grade along the site. "Level" terrain means that grades are less than 1.5%. "Rolling" terrain means that grades may be more than 1.5% but less than 2.5%. "Hilly" terrain means that there are grades within the section that are greater than 2.5%.

Only for the latter case should the site be analyzed for the provision of a climbing lane (as opposed to a passing lane).

8.1.6 Lane Type

Sites may be analyzed for passing lanes, climbing lanes, or both (in some circumstances). Normally, this choice is not directly specified, but rather is chosen by the program on the basis of the terrain types as indicated by the user.

That is, hilly terrains have climbing lanes, others have passing lanes.

8.1.7 Site Length

For level and rolling terrain, you should specify the total length of the site, in meters. This is usually the same as the Lane Frequency, or effective distance. It is not necessary to specify any grades.

8.1.8 Distances

Grades may be specified by giving the distances from datum along the roadway, and the grade of the roadway between.

You must specify the distances along the grade in the leftmost column.

For example:

Distance	Grade
0	
	+2
700	
	+4
1000	
	-1
1700	

This specifies a +2% grade for 700m, followed by a +4% grade for 300m, followed by a -1% grade for another 700m.

8.1.9 Grades

Grades may be specified by giving the distances from start along the roadway, and the grade of the roadway between.

You must specify the grades between the distances in the rightmost column.

For example:

Distance	Grade
0	
	+2
700	
	+4
1000	
	-1
1700	

This specifies a +2% grade for 700m, followed by a +4% grade for 300m, followed by a -1% grade for another 700m.

8.1.10 Use Average Grade

The Highway Capacity Manual (1985) allows you to use an average grade if no single grade exceeds 4%, or if the total length of composite (positive) grade does not exceed 1220 m.

This question is only displayed if the current site meets those guidelines.

Answer "YES" to this question if you want to use that average grade.

8.1.11 Passing Allowed?

Answer "YES" to this question if passing (overtaking) is allowed anywhere within the zone of the grade. Answer "NO" if passing is not allowed anywhere.

If you answer Yes, you will be asked to supply the percentage of no-passing zones.

8.1.12 Percent no-passing zones

This number should typically be 0, 20, 40, 60 or 80 to designate the fraction (in %) of the grade that is marked as "no-passing" zones.

For level and rolling terrain, this is the percent of the roadway section in which the passing sight distance (POSD) requirements are NOT met. For example, if the POSD are met for 40% of the section, then the percent no-passing should be 60%.

8.1.13 DHV Percent of Average Annual Daily Traffic

This is the estimated percent of the average daily traffic that occurs during the design hour.

The design hourly volumes are specified later in terms of vehicles per hour, with an ability to specify peaking volumes by means of the Peak Hourly Factor.

8.1.14 Design Hourly Volume

The design hourly volume, in vehicles per hour. This number represents the total traffic moving in both directions.

8.1.15 Percent of Traffic Advancing

The percentage of the total traffic that is moving in the direction served by the passing or climbing lane. I.E. it is the percentage of total traffic moving upgrade in the case of a climbing lane.

8.1.16 Percent of Truck Traffic

Percent of advancing traffic that is trucks.

8.1.17 Percent of R.V. Traffic

Percent of advancing traffic that is recreational vehicles.

8.1.18 Peak Hourly Factor

This is a number, as specified by the Highway Capacity Manual (1985), that allows you to account for traffic peaking within the hour. A value of 1.0 specifies no significant peaking, and numbers of less than 1.0 specify varying degrees of peaking.

8.1.19 Truck Weight

The truck weight to use when calculating truck speed drop on grade in order to determine the start and end distance of the climbing lane.

8.1.20 Save the form?

Answer "YES" to this question if you have completed filling in the form and wish to save the data in a file. Answer "NO" if you wish to review and/or change some of the entries.

If you answer YES, the data will be stored in a file whose name, by default, is derived from the Site ID. Before the file is created, you will be given a chance to change the name of the file.

If a file by the same name already exists, you will be asked to confirm whether you want the contents of that file replaced by the values in this form.

Special Messages

Under some circumstances, you may receive the following messages in response to some requested action.

8.1.21 Confirm Overwrite

You have chosen a name for an output file, and file by that name already exists. If you select "Yes", the contents of that file will be replaced by the new data form. If you select "No", the existing file will not be changed and you will get a chance to choose a new name.

8.1.22 Form Has Been Changed

The data form has been changed and you requested program termination. Unless you save the form, you will lose all the changes.

Answer "Yes" to this question to save the changed form.

9 Determining Climbing Lane Locations

9.1 Define Climbing Lane

This module allows you to specify the geometry (i.e., starting and ending locations) of the climbing lane. You may specify these positions yourself, or you may compute them from the speed-distance curves for various vehicles.

The input data for this module must be prepared by Module A – "Roadway and Traffic Characteristics."

Input and Output Files

The following prompts are issued in order to get the name of input and/or output files. When this module is run stand-alone (i.e., is not run as a submodule of PCL), it prompts for an input file. When results are to be saved, it prompts for an output file.

9.1.1 Input File

Supply the name of a site file that contains the roadway and traffic characteristics. This is a file that has been created with the Roadway and Traffic Characteristics Form, and normally has an ".rtc" extension. If the name you supply has wildcards (as does the default name), you will be presented with a menu of matching files.

9.1.2 Output File

Supply the name of a site file that contains the roadway and traffic characteristics. The lane locations will be appended to the data in that file, replacing any existing lane locations but not affecting any other data in that file. If the name you supply has wildcards, you will be presented with a menu of matching files.

9.1.3 Log File

Supply the name of a file in which to place the intermediate calculation results.

Options Menu

At any time, pressing the "F10" key will display the "Options Menu" from which the following options may be selected.

9.1.4 Start Logging

Start logging intermediate, calculated results to a file. Selecting this option has no effect for calculations that have already been performed.

9.1.5 Graphics Device

This menu entry is on the "F10" menu; it can be selected by first pressing the F10 special function, then selecting the item.

Select this option to change the device on which the plots will be drawn. By default, plots and graphs appear on the screen of the CRT. You can select other devices, such as a Postscript file.

After changing the graphics device, re-issue the appropriate plot command in order to have the change take effect.

Action Selection

When this module is running and waiting for user input, it displays the main "Action Selection" menu from which the following selections may be made.

9.1.6 Exit

Select this option if you wish to exit this module of the program.

9.1.7 Enter Design Data and Compute

Select this item if you wish to change either the entry speed of the truck, the minimum truck speed, or the minimum lane length.

The entry speed is the speed at which the model truck is assumed to enter the section of roadway.

The minumim speed is used to compute the start and end locations of the climbing lane.

The minimum lane length is used when the computed lane locations result in a climbing lane that is too short.

After entering the last design datum, the climbing lane calculations will be performed automatically.

9.1.8 Compute Lane Locations

Select this item if you wish the climbing lane location to be computed using the truck speed on grade, and using the minimum truck speed shown.

That is, a speed-distance curve will be computed for the selected truck on the grades shown, and a climbing lane will be selected for those zones where the computed truck speed is lower than the minimum truck speed. The locations so computed will be adjusted to meet the minimum length, if necessary.

You will be able to manually adjust those computed lengths, later, if desired.

9.1.9 Input Lane Locations

Select this item if you wish to manually input or revise revise the start and end distance of the climbing lane. If you manually revise these numbers, it is your responsibility to ensure that the resulting lane meets all requirements.

9.1.10 View Results

Select this item if you wish to view the analysis results on the screen, without the clutter of various menus, etc. When you are finished viewing the results, the "ESC" or "Enter" keys will bring you back to this menu.

9.1.11 Plot Results

Select this item if you wish to see a drawing of elevations, of speeds versus distance, and of climbing lane locations on the screen.

9.1.12 Save Results

Select this item if you wish to save the climbing lane locations in the site file so that they can be used by other analysis modules.

Design Data

While you are entering design data (after selecting that option from the action menu, see above), you may enter values for the following data.

9.1.13 Truck Entry Speed

This is the speed of the model truck at the entry point of the site. This speed must not be greater than the speeds supplied in the speed-distance tables; see Chapter 3 for more information.

The speed of the truck versus distance along the grade will be computed using this speed as a starting point.

9.1.14 Minimum Truck Speed

This speed is used to determine the locations of the climbing lanes. A climbing lane will be started when the model truck speed drops below this value, and will be ended when the speed increases to greater than this value.

9.1.15 Minimum Lane Length

This is the minimum length of a climbing lane. If the truck speed simulation suggests a shorter length than this, the climbing lane will be extended past the theoretical end point so that it is at least this long.

Lane Locations

The user may input the start and end locations of the climbing lane manually, over-riding any values that may have been computed by the program. The following prompts will be issued in that case.

9.1.16 Start Distance

If you select an option to manually input the lane locations, you will be prompted for the start and end distances for a single climbing lane.

Enter the distance, in meters, from the start of the grade to the start of the transition zone at the start of the climbing lane.

9.1.17 End Distance

Enter the distance, in meters, from the start of the grade to the end of the transition zone at the end of the climbing lane.

The total length of climbing lane, including the transition zones, should be at least 1500 m. It is your responsibility to ensure that this is the case.

Error Messages

The following messages may be displayed in unusual circumstances.

9.1.18 Too Many Climbing Lane Zones

Based on the truck speed model, it was determined that more than one zone of climbing lane was required for the site. This is likely because there is a downgrade in the middle of the section, allowing trucks to accelerate above the minimum speed.

The remaining analysis modules can work with one zone of climbing lane only, and will use only the first zone in the displayed list. You should either manually change the start and end distance so as to have one zone only, or analyze the region of highway as more than one site.

Answer "NO" to this question if you do not want to use only the first zone. In this case, you will be asked to supply new values.

Answer "YES" if it is acceptable to use only the first zone.

9.1.19 Lane Locations Changed

You have computed or manually set a climbing lane location. Unless you save these values in the site file, other analysis modules will not know about them.

Answer "YES" if you wish to save those values.

9.1.20 Lane Locations not Computed

You requested an action that requires the speed-distance curves to have been computed, but you have not asked for that to be done. Select the "Compute Lane Locations" items from the menu, then repeat the request that caused this error.

9.1.21 Not Implemented

This can't happen, as it indicates a programmer error, and that is impossibule.

10 Performance Analysis – Climbing Lanes

10.1 Estimate Performance of Climbing Lanes

This module computes the average speeds and levels of service (LOS) for the section with and without climbing lanes. It also computes reduction in delays and accident involvements due to the addition of a climbing lane.

Options Menu

At any time, pressing the "F10" key will display the "Options Menu" from which the following options may be selected.

10.1.1 Start Logging

Start intermediate result logging.

Input and Output Files

The following prompts are issued in order to get the name of input and/or output files. When this module is run stand-alone (i.e., is not run as a submodule of PCL), it prompts for an input file. When results are to be saved, it prompts for an output file.

10.1.2 Input File

Supply the name of a file that contains the site description.

10.1.3 Log File

Supply the name of a file in which to place intermediate results.

10.1.4 Output File

Provide the name of an output site file to hold the computed results.

10.1.5 Print Results File

Supply the name of a file in which to save the displayed analysis results. This file can be printed later. If the file already exists, the new data may be appended to it, without destroying any of the existing data in the file.

Input Data

The following describe all of the input data that can be supplied to this module before the various effectiveness measures can be computed.

10.1.6 Design Speed

Enter the design speed of the highway, in km/h. The design speed is typically 100 km/h, and is not necessarily the same as the truck speed used to compute lane start and end locations.

10.1.7 Lane Width

Select the lane width that best describes the site.

10.1.8 Shoulder Width

Select the shoulder width that best describes the site. The shoulder width you choose should allow for lateral obstructions in the site, if any.

10.1.9 Climbing Lane Effective Distance

A climbing lane is effective for some distance past the end of the lane. Enter the distance beyond the end of the climbing lane for which the lane is assumed to be effective.

For computation of benefits, an effective distance of 3000 m beyond the end of the climbing lane is suggested.

Action Selection

After the first set of analysis results are printed and displayed, a menu is shown with the following possible selections.

10.1.10 Quit

Select this item if you wish to exit from the Performance Estimation module.

If you have not already done so, you will be asked to save the analysis results in the site file.

10.1.11 Change and Recompute

Select this item if you wish to redo the calculations. You may change one or more of the input parameters, and may select "Start Logging" from the F10 menu before the calculations are performed.

10.1.12 View Results

Select this item if you wish to view the analysis results on the screen, without the clutter of various menus, etc. When you are finished viewing the results, the "ESC" or "Enter" keys will bring you back to this menu.

10.1.13 Print Results

Select this item if you wish to save the analysis results in a file for later printing. The results saved will simply be what you see on the screen, minus menus, window borders, etc.

10.1.14 Save Results

Select this item if you wish to save the analysis results in the site file. This must be done if you wish further analysis modules to make use of these results.

Viewing Results

Choosing the "View Result" menu item results in the results being displayed in the screen in a manner that allows you to scroll the screen to see all of them.

10.1.15 Performance Estimates

You are viewing the results of the performance analysis. All the results are summarized in the one screen full you see here. If you wish to obtain a longer printout of the intermediate results of these calculations, return to

the main menu, press "F10" and select "Start Logging" from that menu, then select "Change Parameters and Recompute" from the main menu.

Press ESC or Enter to return to the main menu.

Some of the abbreviations used are:

DHV – Design Hourly Volume.

LOS – Level of Service.

Approach – approach speed.

Up Avg NoCL – average upgrade speed, no climbing lane.

With CL – average upgrade speed, with climbing lane.

Delay Red. – total delay reduction predicted if a climbing lane is added. This figures includes only the upgrade traffic.

Acc. Red. – total reduction in accidents predicted if a climbing lane is added. This figure is for traffic in both directions.

TRUCK WARRANT – whether a climbing lane is required on the basis of truck speed drop.

LOS WARRANT – whether a climbing lane is required on the basis of level of service reduction.

Messages

One of the following messages may be produced in unusual circumstances.

10.1.16 Save Results

Some estimates of climbing lane performance have been calculated. If you wish further analysis modules to make use of these results, the results must be saved in the site file.

Answer "Yes" to this question if you wish those results to be saved for use in further analysis.

Caution – this will over-write any other performance results in the site file.

11 Performance Analysis – Passing Lanes

11.1 Estimate Performance of Passing Lanes

This module computes the average speeds and levels of service (LOS) for the section with and without a passing lane. It also computes reduction in delays and accident involvements due to the addition of a passing lane.

Options Menu

At any time, pressing the "F10" key will display the "Options Menu" from which the following options may be selected.

11.1.1 Start Logging

Start intermediate result logging.

Input and Output Files

The following prompts are issued in order to get the name of input and/or output files. When this module is run stand-alone (i.e., is not run as a submodule of PCL), it prompts for an input file. When results are to be saved, it prompts for an output file.

11.1.2 Input File

Supply the name of a file that contains the site description.

11.1.3 Log File

Supply the name of a file in which to place intermediate results.

11.1.4 Output File

Provide the name of an output site file to hold the computed results.

11.1.5 Print Results File

Supply the name of a file in which to save the displayed analysis results. This file can be printed later. If the file already exists, the new data may be appended to it, without destroying any of the existing data in the file.

Input Data

The following describe all of the input data that can be supplied to this module before the various effectiveness measures can be computed.

11.1.6 Analyze for a Passing Lane?

Answer yes to this question if you wish to analyze the site for a prospective passing lane.

11.1.7 Passing Lane Length

This is the length of the passing lane, including the start and end transitions.

11.1.8 Effective Lane Length

This is the length of road over which the passing lane is assumed to be effective. Suggested values are shown on the bottom portion of the screen.

The first set of suggested values is from MTO procedures developed in the 1970's and still in use. On the basis of more recent research, the second set of suggested values is felt to be more appropriate.

11.1.9 Design Speed

Enter the design speed of the highway, in km/h. The design speed is typically 100 km/h.

11.1.10 Average/High Platooning Equations

Select "Average" to indicate that you wish to use the average of the low and high platooning regression equations, or "High" if you want to use only the high platooning equations.

Two sets of equations are available for the estimation of performance. Set one is based on low platooning at the entrance to the section of road under study. The second set reflects high platooning. Sensitivity tests of the program and field validation of equations suggest that one use either the average of low and high platooning cases (generally for low volume roads) or the high platooning case (for medium to high volume roads, say with DHV's of greater than 750 veh/h).

Action Selection

After the first set of analysis results are printed and displayed, a menu is shown with the following possible selections.

11.1.11 Quit

Choose this option to exit from the performance estimation program.

11.1.12 Change and Recompute

Select this item if you wish to redo the calculations. You may change one or more of the input parameters, and may select "Start Logging" from the F10 menu before the calculations are performed.

11.1.13 View Results

Select this item if you wish to view the analysis results on the screen, without the clutter of various menus, etc. When you are finished viewing the results, the "ESC" or "Enter" keys will bring you back to this menu.

11.1.14 Print Results

Select this item if you wish to save the analysis results in a file for later printing. The results saved will simply be what you see on the screen, minus menus, window borders, etc.

11.1.15 Save Results

Select this item if you wish to save the analysis results in the site file. This must be done if you wish further analysis modules to make use of these results.

Viewing Results

Choosing the "View Result" menu item results in the results being displayed in the screen in a manner that allows you to scroll the screen to see all of them.

11.1.16 Performance Estimates

You are viewing the results of the performance analysis of the passing lane. All the results are summarized in slightly more than the screen full you see here. If you wish to obtain a longer printout of the intermediate results of these calculations, return to the main menu, press "F10" and select "Start Logging" from that menu, then select "Change Parameters and Recompute" from the main menu.

Press "ESC" or "Enter" to return to the main menu. Press "PgDn" to see more results.

Some of the abbreviations used are:

DHV – Design Hourly Volume.

LOS – Level of Service.

Messages

One of the following messages may be produced in unusual circumstances.

11.1.17 Save Results

Some estimates of passing lane performance have been calculated. If you wish further analysis modules to make use of these results, the results must be saved in the site file.

Answer "Yes" to this question if you wish those results to be saved for use in further analysis.

Caution – this will over-write any other performance results in the site file.

12 Effectiveness Analysis

12.1 Effectiveness Measures

This module computes the effectiveness measures and benefits of the addition of a passing or climbing lane. It also computes cost-effectiveness values. It computes lane costs, and performs a cost-benefit analysis to help you determine economic feasibility.

When the module starts, it displays a form requesting input of several values having to do with benefits and costs. All values have defaults read from the configuration file, so the normal case will have you accepting all those defaults.

After the form has been completed, a complete set of analysis results is computed, and a menu is presented allowing you several options, including graphing and/or viewing of results.

You may view the results by scrolling through the display, or go back to change some of the input parameters and recompute.

Options Menu

At any time, pressing the "F10" key will display the "Options Menu" from which the following options may be selected.

12.1.1 Set Graphics Device

Select this option to change the device on which the plots will be drawn. By default, plots and graphs appear on the screen of the CRT. You can select other devices, such as a Postscript file.

After changing the graphics device, re-issue the appropriate plot command in order to have the change take effect.

Input and Output Files

The following prompts are issued in order to get the name of input and/or output files. When this module is run stand-alone (i.e., is not run as a submodule of PCL), it prompts for an input file. When results are to be saved, it prompts for an output file.

12.1.2 Input File

Supply the name of a file that contains the site description.

12.1.3 Print File

Supply the name of a file into which the currently displayed analysis results will be placed. These are the results shown on the screen, and they will be copied, in their entirety, to the file. This includes portions that are not visible on the screen.

The file will contain no special characters, and can be printed later on any normal printer.

Input Data

The following describe all of the input data that can be supplied to this module before the various effectiveness measures can be computed.

12.1.4 Delay Reduction Weight

The value is a number in the range 0 to 1 specifying what relative weight should be given to delay reduction.

12.1.5 Accident Reduction Weight

The value is a number in the range 0 to 1 specifying what relative weight should be given to accident reduction.

12.1.6 Base Year

This is the base year for all cost figures. In other words, all costs are computed in the constant dollars of this base year.

12.1.7 Real Rate of Return

This is the real rate of return, in percent, to use when the benefit figures are discounted.

12.1.8 Inflation Rate

This is the annula inflation rate, in percent, to assume when computing cost-benefit figures.

This value is currently not used, as all costs are espressed in constant dollars of the base year.

12.1.9 Facility Life

This is the normal lifetime of the facility (passing or climbing lane), in years.

12.1.10 Vehicle Hour Cost

This is the average cost of delaying one vehicle for one hour. It is used to compute the benefits of delay reduction.

12.1.11 Vehicle Accident Cost

This is the average cost of an accident, and should include property damage and an allowance for fatalities, if desired. It is used to compute the benefit of reducing accidents.

12.1.12 Lane Unit Cost

This is the average total cost, in constant dollars of the base year, of constructing one kilometer of passing or climbing lane.

12.1.13 Maintenance Cost

This is the additional cost, in constant dollars of the base year, of maintaining the passing or climbing lane for one year. This is the cost over and above the normal maintenance cost (without the extra lane).

Action Selection

After the first set of analysis results are printed and displayed, a menu is shown with the following possible selections:

12.1.14 Quit

Choose this option to exit from the Effectiveness Measures module.

12.1.15 Change and Recompute

Select this item if you wish to change one or more of the parameters and re-do the calculations. The currently displayed results will be erased, and they will be replaced by the new results as those are computed.

12.1.16 View Results

Select this item if you wish to view some of the analysis results that are currently being displayed. You may scroll around to view portions that are off-screen. When you are finished viewing, press "Esc" to return to this menu.

12.1.17 Print Results

Select this item if you wish to save all of the current analysis results in a file of your choosing. This file can be printed later. The file will contain all portions not currently visisble on the screen.

12.1.18 Plot Benefits

Select this item if you wish to see a graph of net benefits versus design hourly volume. The graph will show the benefits both when they are and are not discounted.

12.1.19 Plot Delay Reduction

Select this item if you wish to see a graph of delay reduction (in minutes/100 vehicles) versus the cost of providing the extra lane (in dollars/100 vehicles).

The graph will show the effects of providing a passing or climbing lane for different traffic volumes.

12.1.20 Plot Accident Reduction

Select this item if you wish to see a graph of accident reduction (in accidents/year) versus the cost of providing the extra lane (in dollars/100 vehicles).

The graph will show the effects of providing a passing or climbing lane for different traffic volumes.

12.1.21 Plot Effectiveness

Select this item if you wish to see a graph of relative effectiveness versus the cost of providing the extra lane (in dollars/100 vehicles).

The graph will show the effects of providing a passing or climbing lane for different traffic volumes.

Viewing Results

Choosing the "View Result" menu item results in the results being displayed in the screen in a manner that allows you to scroll the screen to see all of them.

12.1.22 Results of Analysis

You are viewing the results of the cost-benefit and effectiveness analyses. You may use the normal scrolling keys to view other parts, and may use the "F10" menu to save these results to a file for later printing.

Press "Esc" or "Enter" to signal that you are done viewing, and wish to return to the menu.

Press "Alt-F1" for more information about which keys perform which functions.

Some common abbreviations in the results display:

DHV – Design Hourly Volume.
AADT – Average Annual Daily Traffic.
Delay Red. – Delay reduction.
Acc. Red. – Accident reduction.
DR Benefits – Benefits due to delay reduction.
AR Benefits – Benefits due to accident reduction.

13 Limits on Data Values

13.1 Data Limits

This section describes the limits placed on the various input data. Exceeding those limits during input will result in a message of some type being displayed.

There are three classes of limits; "warning", "soft" and "hard", each with a low and high limit. If a numerical value is outside of the warning limits, a simple warning message is displayed in the status line and the user need not change anything. If a numerical value is outside of the soft limits, a user must confirm that the value really is O.K. Numerical values are not allowed to be outside the hard limits.

For any given input variable, none, all, or any combination of the six limits (low and high for three classes) may be in force.

13.1.1 Distances Along Grade

There must be at least two distances set. The values of those distances is not limited, except that they should be in increasing order. If you supply a total length of site that seems to be excessively long (more than 7000 m) or short (less than 100 m), you will be warned about it.

13.1.2 Distances and Grades

There must be at least two distances set. The first distance is typically "0" and gives the distance from the origin to the start of the site, which is also the start of a section of constant grade. Each distance thereafter is the distance from the origin to the end of a section of constant grade.

The grade values specify the average grades between 2 successive distances, and thus there must be exactly one more distance given than grades specified.

Grades are limited to fall within the range of -7% to +7% inclusive. In addition, some tables needed to compute certain quantities impose other

limits on grades and length of grades combinations. The table of "E" coefficients (passenger-car equivalents of trucks on grades, see Pages 24 and 25 of the Report) imposes some limits to length of grades, particularly for higher speeds (and lower volumes). The limits are not absolute, but the following table gives a rough guideline.

Grade	Max. Length
5 %	4.8 km
6 %	4.8 km
7 %	3.2 km

You may have to experiment to see if the calculations can be performed for any particular long, steep grade.

13.1.3 Terrain is Rolling

You specified that this site had a hilly terrain. This usually means that there are some grades of greater than +2.5% in the direction of advancing traffic. However, none of the grades specified are greater than +2.5%. Sites with such small grades are classified as "rolling" and should not normally be analyzed for the provision of climbing lanes.

They may, however, be analyzed for the provision of passing lanes.

13.1.4 Terrain is Flat

You specified that this site had a hilly terrain. This usually means that there are some grades of greater than +2.5% in the direction of advancing traffic. However, none of the grades specified are greater than +1.5%. Sites with such small grades are classified as "flat" and should not normally be analyzed for the provision of climbing lanes.

They may, however, be analyzed for the provision of passing lanes.

13.1.5 Site Length

The site length may not be less than 0. It should normally be less than 20000 m, but there is no hard upper limit.

13.1.6 Percent No Passing Zones

The percent of no passing zones must be between 0 and 100 percent inclusive. It should normally be between 0 and 80 percent.

13.1.7 DHV Percent of AADT

The percent that the Design Hourly Volume is of the Average Annual Daily Traffic must be between 1% and 100%, but is normally between 10% and 30%.

13.1.8 Design Hourly Volume

The design hourly volume must be greater than 0, and is normally between 100 and 2000 vehicles per hour.

13.1.9 Percent Advancing

The percent of advancing traffic must be between 0% and 100%, and is normally between 25% and 75%.

13.1.10 Percent Trucks

The percent of trucks in the traffic stream must be between 0% and 100%, and is normally less than 50%.

13.1.11 Percent RVs

The percent of Recreational Vehicles in the traffic stream must be between 0% and 100% and is normally less than 50%.

13.1.12 Percent Trucks and RV's

The percent of trucks plus percent of recreational vehicles in the traffic stream must be between 0% and 100%. The sum is normally less than 50%.

13.1.13 Peak Hourly Factor

The Peak Hourly Factor must be between 0.01 and 10.0, and is normally between 0.25 and 4.0. It is usually 1.0.

Define Climbing Lane

The following data limits are defined when entering data in the module "Define Climbing Lanes".

13.1.14 Truck Entry Speed

This is the speed of the model truck at the entry point of the site. This speed must not be greater than the speeds supplied in the speed-distance tables; typically this is 90 km/h.

See Chapter 3 for more information about how to change these tables, and thus increase the maximum truck entry speed.

Obviously, this speed must not be less than 0.

13.1.15 Minimum Truck Speed

This speed is used to determine the locations of the climbing lanes. A climbing lane will be started when the model truck speed drops below this value, and will be ended when the speed increases to greater than this value.

The suggested value is 15 km/h below the normal traffic speed, or 75 km/h.

The minimum truck speed is normally between 70 km/h and 90 km/h, and must not be less than 0. It may not be more than the maximum truck speed supplied in the speed-distance tables (usually 90 km/h). See Chapter 3 for information about supplying new speed-distance tables.

13.1.16 Minimum Lane Length

This is the minimum length of a climbing lane. If the truck speed simulation suggests a shorter length than this, the climbing lane will be extended past the theoretical end point so that it is at least this long.

This length should normally be between 1000 m and 3000 m, and may not be less than 0.

13.1.17 Lane Starting Distance

The passing lane must start at or after the first distance shown in the list of distances (normally 0.0), and before the last distance shown in that list. In other words, the lane must start within the defined roadway site.

13.1.18 Lane Ending Distance

The length of the passing lane is the difference between the start and end distances. That length must be greater than the minimum specified in the configuration file (normally 1500m), and can be as long as you wish, though you will be asked to confirm lengths over 5000m.

13.1.19 Highway Design Speed

The highway design speed must be greater than 0, and can be as high as you wish. You will be asked to confirm values outside the range of 80 to 120 km/h.

The design speed is only used to determine the average approach speed for different levels of service at the approach, and then it only matters whether the design speed is less than 100 km/h or not.

13.1.20 Climbing Lane Effective Distance

This is the distance beyond the end of the climbing lane for which the lane is assumed to be effective for computation of benefits. This distance must be between 0 m and 3000 m, inclusive.

13.1.21 Delay Reduction Weight

The Delay Reduction wieght must be between 0 and 1 inclusive. In addition, the delay reduction and accident reduction wieghts must sum to 1.0.

13.1.22 Accident Reduction Weight

The accident reduction weight must be between 0 and 1, inclusive. In addition, the delay reduction and accident reduction wieghts must sum to 1.0.

13.1.23 Base Year

The base year must be between 1989 and 2019, inclusive.

13.1.24 Real Rate of Return

The real rate of return must be between 0 and 100%, inclusive. It is normally between 3 and 15%.

13.1.25 Inflation Rate

The inflation rate must be between 0 and 15%, inclusive.

13.1.26 Facility Life

The facility life must be between 1 and 1000 yrs, inclusive, and should normally be between 15 and 50 yrs.

13.1.27 Vehicle Hour Cost

The vehicle hour cost must be between 0 and 100$/hr, inclusive, and should normally be between 3 and 15$/hr.

13.1.28 Vehicle Accident Cost

The vehicle accident cost must be between 0 and 100,000$, inclusive, and should normally be between 1000 and 50,000$.

13.1.29 Lane Unit Cost

The lane unit cost must be between 0 and 1,000,000$/km, inclusive, and should normally be between 300,000 and 600,000$/km.

13.1.30 Maintenance Cost

The lane maintenance cost must be between 0 and 300,000$/km/yr, and should normally be between 0 and 50,000$/km/yr.

14 Error Messages

14.1 Error Messages

This section lists the error messages that can be produced during PCL execution. Some errors require the user to modify the input data — others are internal programming errors that can only be corrected by the programmer that maintains PCL. In the latter case, carefully note down all messages on the screen, and provide the programmer with a copy of your site file.

14.1.1 Error in Floating Point Field Value

The value of this field must be a valid decimal number. That means it may start with a '+' or '-' sign, contain only decimal digits and have at most one decimal point. At least one decimal digit is required.

Valid decimal numbers are:

+13 -12.77 63.4 .5 5.

14.1.2 Error in Integer Field Value

The value entered for this field must be a valid integer number. That means it may start with a '+' or '-' sign, and contain only decimal digits. It may include a decimal point, as long as no digits follow it. At least one decimal digit is required.

Valid integer numbers are:

13 -12 0 +45.

14.1.3 Error Opening Output File

The output file could not be opened for output. The most common causes of this problem are that the file already exists and is marked "read-only",

that one or more of the directories in the path do not exist, or that the file name has an invalid form.

14.1.4 Error Opening Input File

The input file could not be opened for input. The most common causes of this problem are that the file does not exist, or the name was invalid, or one of the directories in the path does not exist.

14.1.5 Input File is not a Form

The file specifed for input does not contain a valid form. Try another file.

14.1.6 Input File is the Wrong Form

The file specified for input contains a data form, but not one of the correct type. Try another file.

14.1.7 Input Form has Bad Value

The file specified for input contains an invalid data value for one of the fields. This usually indicates a program error, unless the file has been manually edited.

14.1.8 Input Form has Invalid Field

The file specified for input contains a form field that is unacceptable to the program. This usually indicates a program error, not a user error. Contact a programmer.

14.1.9 Missing Value in Input Form

The file specified for input is incomplete, in that one or more fields have undefined values. Perhaps you haven't run all the requisite modules.

14.1.10 Unable to Execute Command

The program was unable to execute the command required to invoke one of the modules. The most common causes of this problem are lack of memory, and inability for DOS to find the program.

If you have a number of TSR programs (such as SIDEKICK (TM)) resident, that may result in lack of memory.

If your PATH variable is not set properly, that may result in DOS not finding the program.

14.1.11 Unable to Escape to DOS Shell

The program was unable to execute the command required to escape to the DOS shell. The most common causes of this problem are lack of memory, and inability for DOS to find COMMAND.COM.

If you have a number of TSR programs (such as SIDEKICK (TM)) resident, that may result in lack of memory.

If your COMSPEC variable is not set properly, and COMMAND.COM is not in the current directory, that will result in DOS not finding it.

14.1.12 Menu Item Not Implemented

The programmer is a jerk. He added a menu selector item, but has not yet implemented the function to execute it. Complain to him; he deserves it.

14.1.13 Internal Error

Something that can never happen has happened. You have encountered an internal, programming, error. Contact a programmer and tell it the message being displayed in the status line.

14.1.14 Unable to Open Log File

For some reason, it was not possible to open the indicated file for logging of results. Perhaps the name is invalid by DOS rules, or one of the specified directories does not exist. Or perhaps the file exists but is marked "read-only".

14.1.15 Unable to write graphics to file

You have specified that graphics commands are to be written to a file, and have also specified the name of a file into which to write those commands. For some reason, that file could not be written to.

Perhaps the name is invalid, or perhaps it is marked as a read-only file. Try a different file name.

14.1.16 Bad first line of SD table

The first line of the speed distance table is not correct. Perhaps its not a speed distance table, or perhaps its corrupted. See Chapter 3 of the manual for an explanation of what the first line should be.

14.1.17 No data in SD file

The Speed-distance data file was empty. This is very strange. I can't go on.

14.1.18 Unable to Load Coefficients File

The file containing the regression coefficients used to compute percent platooning and average speeds for roads with and without passing lanes could not be located. That file is normallu called "`plcoeff.dat`" and should be installed in the tables directory.

14.1.19 Unable to initialize graphics system

For some reason, we were unable to initialize the graphics screen. Perhaps you don't have a graphics screen.

14.1.20 Unable to locate BGI files

Unable to locate the Borland Graphics Interface files. Most likely the configuration file, "pcl.cfg" lies about where the BGI files are. See Chapter 3.

14.1.21 Invalid grade

One of the grades is outside the limits of the speed-distance tables (currently -10% to +10%).

14.1.22 Invalid section

The roadway distances given show at least one section of constant grade having zero or negative length. This won't do.

14.1.23 Line too short

The Speed-distance tables contained a line that was too short. Contact a programmer.

14.1.24 Too many zones

You've got a funny roadway there. I have only the capacity for storing info about a few regions in which the truck speed is below the limit. There are too many such regions in this site.

14.1.25 ndist/ngrade inconsistency

There must be exactly one more distance value given than grade values. There wasn't.

14.1.26 Grade not loaded

The speed distance tables did not contain accleration or deceleration tables for the particular grade. You will likely have to get new speed-distance tables.

14.1.27 Unable to find SD file

I am unable to locate the required speed distance tables. Perhaps the truck weight used is invalid, but more likely the PCL-Tables configuration file variable is not set correctly. See Chapter 3.

14.1.28 Speed outside of tables

The calculations detected a speed that was outside of the speed range provided in the speed-distance tables.

Possible causes of this are: 1. The initial truck speed is too high. Normally, the tables only go to a maximum of 90 km/h. If this is the case, try a lower initial truck speed (you must modify "Truck-Speed" in the configuration file). 2. The speed-distance files in the "tables" subdirectory have become corrupted.

See Chapter 3 of the PCL User's Manual for information about supplying new speed-distance tables.

14.1.29 Site Description Not Done

This module requires that you first run the "Site Description" module in order to input the roadway and traffic characteristics and it appears that you have not done so. Please return to the PCL main menu and run that module.

NOTE: if you have prepared the site file using an older version of PCL, the problem may be an incompatibility with that older version. Unfortunately, you will have to return to the "Site Description" module and re-save the data in order to proceed.

14.1.30 Terrain not hilly.

The selected site is classified as "flat" or "rolling". This means that there are no grades greater than +2.5% in the direction selected. Such sites should not be analyzed for the provision of a climbing lane; therefore climbing lane warrants will not be checked.

14.1.31 Not Climbing Lane.

The selected site is not to be analyzed for a climbing lane as it is classified as "flat" or "rolling". This means that there are no grades greater than +2.5% in the direction selected. Such sites should not be analyzed for the provision of a climbing lane; therefore climbing lane warrants will not be checked.

14.1.32 Lane Geometry Not Set

This module requires that you first run the "Choose Climbing Lane Geometry" module in order to define the start and end locations of the climbing lane. It appears that you have not done so. Please return to the main menu of PCL and run that module.

NOTE: if you have prepared the site file using an older version of PCL, the problem may be an incompatibility with that older version. Unfortunately, you will have to return to the "Climbing Lane Geometry" module and re-compute or re-enter the data in order to proceed.

14.1.33 Lane Performance Not Calculated

This module requires that you first run the "Estimate Performance" module in order to compute reduction in delays and accidents. It appears that you have not done so. Please return to the main menu of PCL and run that module.

NOTE: if you have prepared the site file using an older version of PCL, the problem may be an incompatibility with that older version. Unfortunately, you will have to return to the "Estimate performance" module and re-compute or re-enter the data in order to proceed.

14.1.34 Effectiveness Measures Not Calculated

This module requires that you first run the "Effectiveness Measures" module in order to compute various effectiveness measures. It appears that you have not done so. Please return to the main menu of PCL and run that module.

NOTE: if you have prepared the site file using an older version of PCL, the problem may be an incompatibility with that older version. Unfortunately, you will have to return to the "Effectiveness Measures" module and re-compute or re-enter the data in order to proceed.

14.1.35 Binary SD Tables Not Implemented

For some reason, the speed distance tables used by PCL appear to be the binary versions and not the text versions. Currently, PCL cannot read the binary files.

This is a program error. Contact a programmer.

14.1.36 Internal Error – No Current Form

This is an internal programming error. Contact the PCL programmer and tell her the name of the module currently being executed, this message, and a copy of your site file.

14.1.37 Internal Error – No such field

This is an internal programming error. Contact the PCL programmer and tell her the name of the module currently being executed, this message, and a copy of your site file.

14.1.38 Internal Table Error

An internal programming error has occurred in the "tables" module. Contact a PCL programmer and provide a copy of your site file and the message shown in the status line.

14.1.39 Grade Too Long

The tables for E and E0 (passenger car equivalents for trucks on grade) do not contain data for the grade and length of grade shown. Either the grade is too high, or the length of grade is too long for the given grade.

The maximum grade is 7%, and the maximum length of grade is 6.44km.

14.1.40 Truck Too Slow

It is impossible to determine the E factor (passenger-car equivalents for trucks on grade) because the length of grade specified is too long for the percent of grade. The E table data assumes that a truck will not be able to maintain the stated average speed on grades of that length, and so the E value cannot be determined.

Because the E factor cannot be computed, neither can the average speeds upgrade without climbing lane, and thus neither can delay reductions be computed.

14.1.41 Limit Type Mismatch

An internal progam error has occurred while trying to set the limits for a field variable. The type of the limits does not match the type of the field. Contact a PCL programmer.

Options Menu

The following error messages can occur when making selections from the options menu. They often indicate a programming error, rather than a user error.

14.1.42 Cannot Get Window Size

Internal error. For some reason, wngetopt() was unable to determine the window size. Therefore, it cannot be printed.

14.1.43 Out of Memory

Internal error. Unable to allocate enough memory to satisfy print request. Therefore, window not printed.

14.1.44 Cannot open output file

It was not possible to open the output print file. The most likely cause is either: a) that the file name is invalid (by DOS rules), or, b) that one of the directories in the path name does not exist, or, c) the file exists but is marked read-only.

Part III

Appendices

Index

A

About ... (help), 2–7
Accident Reduction Weight, 12–2, 13–5
Action Selection, 9–2, 10–2, 11–3, 12–3
Alt-F1 (key), 2–7, 6–2
Alt-G key, 2–9
Alt-H (key), 2–7, 6–2
Alt-L (key), 2–7, 2–9, 6–7
Analyze for a Passing Lane?, 11–2
Analyzing a site, 2–3
AUTOEXEC.BAT, 1–3, 2–2
Average/High Platooning Equations, 11–2

B

Bad first line of SD table, 14–4
Base Year, 12–2, 13–5
Base-Year (cfg), 3–4
Benefits, changes in, 1–6
BGI, 7–6
BGI Files, 3–3
BGI-Path (cfg), 3–4
Binary SD Tables Not Implemented, 14–7
Borland Graphics Interface, 3–3, 7–6
Bugs, 5–1, 14–1

C

Cannot Get Window Size, 14–8
Cannot open output file, 14–8
CECL, 1–8
Change and Recompute, 10–3, 11–3, 12–4
Choice Field, 2–9, 6–11
Choose Climbing Lane Geometry, 7–3
Climbing Lane Effective Distance, 10–2, 13–5
Climbing lane geometry, 2–5
Climbing Lane Location Computation, 4–7
Climbing Lane Locations, computed, 4–4
Climbing Lane Locations, input, 4–7
Climbing lane, example, 4–1
Climbing-Lane-Effective-Distance (cfg), 3–4
Colour operation, 2–2
Command-line options, 2–2
Compute Lane Locations, 4–4, 9–3
Concepts and Introduction, 6–4, 6–5
Configuration file, 1–2, 3–1, 3–4
Configuration file variables, 3–4
Confirm Overwrite, 8–6
Confirmation, 6–13
Confirmer, 2–10
Cost Effectiveness, 2–6
CR (key), 6–1
Ctrl-F1 (key), 2–7, 6–2

D

Data entry form, 2–6, 6–1
Data Limits, 13–1
Define Climbing Lane, 9–1, 13–3
Delay Reduction Weight, 12–2, 13–5
Description, 8–3
Design Data, 9–3
Design Hourly Volume, 8–5, 13–3
Design Speed, 4–23, 10–2, 11–2
Design-Speed (cfg), 3–5
Device, graphics/plotting, 6–16, 7–5, 9–2, 12–1
DHV Percent of AADT, 13–3
DHV Percent of Average Annual Daily Traffic, 8–5
DHV-Percent-of-AADT (cfg), 3–5
Display Introductory Help, 7–1
Distances, 8–4
Distances Along Grade, 13–1
Distances and Grades, 13–1
DOS Shell, 6–15, 7–5
Dump Screen, 6–15

E

Effective Lane Length, 11–2
Effectiveness, 2–6
Effectiveness Measures, 4–9, 4–25, 7–4, 12–1
Effectiveness Measures Not Calculated, 14–7
End Distance, 9–4
Enter (key), 6–1
Enter Design Data and Compute, 9–2
Error in Floating Point Field Value, 14–1
Error in Integer Field Value, 14–1
Error Messages, 9–5, 14–1
Error Opening Input File, 14–2
Error Opening Output File, 14–1
ESC (key), 6–1
Estimate Effectiveness, 2–6
Estimate Performance, 7–3
Estimate Performance of Climbing Lane, 4–7
Estimate Performance of Climbing Lanes, 10–1
Estimate Performance of Passing Lane, 4–21
Estimate Performance of Passing Lanes, 11–1
Example, climbing lane, 4–1
Example, passing lane, 4–17
Executable Files, 3–3
Executing PCL, 1–3, 2–2
Exit, 6–4, 6–5, 7–2, 7–4, 9–2
Explain (help), 2–7

F

F1 (key), 6–2
Field, 2–6, 2–9
Facility Life, 12–3, 13–5
Field, 6–1
F10 (key), 6–2, 6–7
File menu, 6–2
File Menu Choice, 6–13
File Menus, 2–8
File Name Field, 6–12
File Operations, 7–4
File Prompter, 2–10
File, configuration, 3–1, 3–4
Files, locations, 3–1
Floating Point Field, 6–10
Form, 2–6, 2–9, 6–1
Form exit, 2–9

Form Has Been Changed, 8–7
F1 (key), 2–7
Form Field, 2–9
F10 Options Menu, 2–10

G

Geometry, 2–5
Getting Help, 6–4, 6–7
Grade not loaded, 14–5
Grade Too Long, 14–7
Grades, 8–4
Graphics Device, 2–10, 6–16, 7–5, 7–6, 9–2, 12–1
Graphics System, 7–5
Graphics, Postscript, 1–5, 7–6
Graphics, Screen, 7–6

H

Hard Limits, 2–9
HCM, 5–1
Help, 2–7
Help (help), 2–7
Help file database, 3–3
Help Keys, 2–7, 6–7
Help level, 2–2
Help System, 2–4
Help Window Concepts, 6–3
Help-Level, 7–1
Help-Level (cfg), 3–5
Highway Capacity Manual, 5–1
Highway Design Speed, 13–5

I

Inflation Rate, 12–3, 13–5
Inflation-Rate (cfg), 3–5
Input and Output Files, 8–1, 9–1, 10–1, 11–1, 12–2
Input Data, 8–3, 10–2, 11–2, 12–2
Input File, 8–2, 9–1, 10–1, 11–1, 12–2
Input File is not a Form, 14–2
Input File is the Wrong Form, 14–2
Input Form has Bad Value, 14–2
Input Form has Invalid Field, 14–2
Input Lane Locations, 4–7, 9–3
Input Site Description, 7–3
Installation, 1–1
Integer Field, 6–10
Intermediate Results, 2–10
Internal Error, 14–3
Internal Error – No Current Form, 14–7
Internal Error – No such field, 14–7
Internal Table Error, 14–7
Introduction to PCL, 6–5, 6–8
Introductory Help, 7–1
Introductory Help System, 2–4, 6–2
Invalid grade, 14–4
Invalid section, 14–4

K

Key Alt-F1, 2–7, 6–2
Key Alt-H, 2–7, 6–2
Key Alt-L, 2–7, 6–7
Key CR, 6–1
Key Ctrl-F1, 2–7, 6–2
Key ESC, 6–1
Key F1, 2–7, 6–2
Key F10, 6–2, 6–7
Key Summary, 6–4, 6–6
Key, Alt-G, 2–9
Key, Alt-L, 2–9
Keys (help), 2–7

L

Lane Ending Distance, 13–4
Lane geometry, 2–5
Lane Geometry Not Set, 14–6
Lane Length, 4–23
Lane Locations, 9–4
Lane Locations Changed, 9–5
Lane Locations not Computed, 9–5
Lane Locations, computed, 4–4
Lane Locations, input, 4–7
Lane Performance, 2–6
Lane Performance Not Calculated, 14–6
Lane Starting Distance, 13–4
Lane Type, 8–3
Lane Unit Cost, 12–3, 13–6
Lane Width, 4–7, 10–2
Lane-Maintenance-Cost (cfg), 3–5
Lane-Unit-Cost (cfg), 3–5
Level of Service, 2–6
Life-of-Facility (cfg), 3–5
Limit help, 2–7
Limit Type Mismatch, 14–8
Limits, 2–9, 13–1
Limits, Numeric, 6–6, 6–7
Line too short, 14–4
Log File, 4–7, 4–10, 4–12, 4–22, 4–27, 5–1, 9–2, 10–1, 11–1
Logging, 6–8
Long printout, 2–10

M

Maintenance Cost, 12–3, 13–6
Maximum-Speed (cfg), 3–5
Maximum-Truck-Speed (cfg), 3–5
Menu, 2–6, 6–1
Menu Choice, 6–12
Menu Item, 6–5
Menu Item Not Implemented, 14–3
Menus, 2–8
Menus, file, 2–8, 6–2
Menus, protected items, 2–8
Messages, 10–4, 11–4
Minimum Lane Length, 9–4, 13–4
Minimum Truck Speed, 9–4, 13–4
Minimum-Lane-Length (cfg), 3–5
Missing Value in Input Form, 14–2
Module order, 6–8
Module Selection, 7–2
Monochrome operation, 2–2

N

ndist/ngrade inconsistency, 14–5
New Site, 7–4
No data in SD file, 14–4
Normal Limits, 2–9
Not Climbing Lane., 14–6
Not Implemented, 9–5
Numeric Limits, 6–6

O

On-line Help, 2–7
Open Site, 7–4
Options, 2–2
Options Menu, 2–10, 6–7, 6–15, 9–2, 10–1, 11–1, 12–1, 14–8
Order of Modules, 6–8
Out of Memory, 14–8
Output File, 8–2, 9–1, 10–2, 11–2
Output Postscript File, 7–6

P

Passing Allowed?, 8-5
Passing Lane Length, 11-2
Passing lane, example, 4-17
Passing Opportunities, 4-22
Passing-Lane-Effective-Distance (cfg), 3-4
Passing-Lane-Length (cfg), 3-4
PATH, 1-3, 2-2
PCL, 1-3, 2-2
PCL - Site/Analysis Selection, 7-1
PCL Modules, 6-5
PCL, command-line options, 2-2
PCL, running, 2-2
PCL-Help (cfg), 3-5
PCL-Path (cfg), 3-5
PCL-Tables (cfg), 3-5
pcl.cfg, 1-2
pcl.cfg (file), 3-1, 3-4
pclhlp.hlp (file), 3-3
Peak Hourly Factor, 8-6, 13-3
Peak-Hourly-Factor (cfg), 3-6
Percent Advancing, 13-3
Percent No Passing Zones, 13-2
Percent no-passing zones, 8-5
Percent of R.V. Traffic, 8-6
Percent of Traffic Advancing, 8-5
Percent of Truck Traffic, 8-6
Percent RVs, 13-3
Percent Trucks, 13-3
Percent Trucks and RV's, 13-3
Performance, 2-6
Performance Estimates, 10-3, 11-4
Platooning, 11-2
Platooning Equations, 4-23
Platooning Type, 4-23
Platooning, High, 11-2
Platooning, Low, 11-2
plcoeff.dat (file), 3-2, 3-8
Plot Accident Reduction, 12-4
Plot Benefits, 4-10, 12-4
Plot Delay Reduction, 12-4
Plot Device, 6-16, 7-5, 9-2, 12-1
Plot Effectiveness, 12-5
Plot Results, 4-6, 9-3
Postscript File, 7-6
Postscript Graphics, 1-5, 2-10, 7-6
Print File, 4-15, 4-28, 12-2
Print Results, 4-8, 4-25, 5-1, 10-3, 11-3, 12-4
Print Results File, 10-2, 11-2
Print Window Contents, 6-15
Printing Results, 6-5, 6-8
Program Bugs, 5-1, 14-1
Programming Errors, 14-1
Prompter, 2-6, 2-9, 6-1, 6-13
Prompter (file), 2-10
Protected menu items, 2-8

Q

Quit, 6-15, 10-3, 11-3, 12-4

R

Real Rate of Return, 12-3, 13-5
Real-Rate-of-Return (cfg), 3-6
Regression coefficients, 3-2, 3-8
Regression equations, 3-8
Result Logging, 2-10, 4-7, 4-10
Results File, 4-15, 4-28
Results Logging, 4-22
Results of Analysis, 12-5
Return (key), 6-1
Roadway and Traffic Characteristics, 4-3, 4-19, 8-1
Running PCL, 1-3, 2-2

S

Save Data, 4–4, 4–21, 5–1
Save Results, 4–7, 4–8, 4–21, 4–25, 5–1, 9–3, 10–3, 10–4, 11–3, 11–4
Save the form?, 8–6
Screen (BGI), 7–6
Screen Graphics, 7–6
Set Graphics Device, 6–16, 12–1
Shoulder Width, 4–7, 10–2
Site, 2–3
Site Analysis, 2–3
Site Description, 2–5, 4–2, 4–19, 7–5
Site Description Not Done, 14–5
Site File, 2–3, 4–2, 6–5, 6–8, 7–5
Site ID, 4–2, 4–19, 7–5, 8–3
Site Length, 8–3, 13–2
Site/File Operations, 2–4, 7–2
Soft Limits, 2–9
Special Keys, 6–9
Special Messages, 8–6
Speed Distance Tables, 3–2
Speed outside of tables, 14–5
Speed-Distance Tables, 3–7
Start Distance, 9–4
Start Logging, 6–8, 6–16, 9–2, 10–1, 11–1
Start-Speed-Drop (cfg), 3–6
Status Line, 2–12, 6–2, 6–5, 6–7

T

Terrain is Flat, 13–2
Terrain is Rolling, 13–2
Terrain not hilly., 14–6
Terrain Type, 8–3
Text Field, 6–9
Too Many Climbing Lane Zones, 9–5
Too many zones, 14–5
Truck Entry Speed, 9–4, 13–4
Truck speed, 3–6, 4–7
Truck Speed Drop, 3–6
Truck Too Slow, 14–8
Truck Weight, 8–6
Truck-Speed (cfg), 3–6
Truck-Weights (cfg), 3–6

U

Unable to Escape to DOS Shell, 14–3
Unable to Execute Command, 14–2
Unable to find SD file, 14–5
Unable to initialize graphics system, 14–4
Unable to Load Coefficients File, 14–4
Unable to locate BGI files, 14–4
Unable to Open Log File, 14–3
Unable to write graphics to file, 14–3
Use Average Grade, 8–5
User interface, 2–6

V

v/c rations, 1–6
Vehicle Accident Cost, 12–3, 13–6
Vehicle Hour Cost, 12–3, 13–6
Vehicle-Accident-Cost (cfg), 3–6
Vehicle-Hour-Cost (cfg), 3–6
View Results, 4–9, 4–26, 9–3, 10–3, 11–3, 12–4
Viewing a Window, 6–14
Viewing Results, 10–3, 11–4, 12–5